

**STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.**

This increased cost per mile, however, is only apparent, as much of it undoubtedly belongs to expenditures on old lines and the large increase of equipment which most of the great lines have

made during the year. It is scarcely probable that the new roads on an average have cost more than \$45,000 per mile, varying of course in different localities and in the quality of the roadway, appurtenances and rolling stock. It must also be taken into consideration that the cost as above given embraces a large mileage in progress, the cost of which is not separated in the published accounts. And yet the apparent increase in cost during the year is only at this rate on all the roads of \$2,104, an amount easily consumed in improvements, and rolling stock, and far below the amount of extraordinary expenses on the great through lines, the increasing traffic on which has been accompanied by enlarged demands for increased facilities and accommodation. It is impossible, however, to trace the constant out-go for these purposes; and we feel satisfied of the material accuracy of the very elaborate tables compiled by us, of which the above summary gives the great result. The states of the north-west and west will no doubt show even a larger increase in both mileage and cost proportionately to the extent of their systems. That the sections referred to have now at least as many miles of railroads as are found to exist in the 24 states above summarized, we have no doubt; nor have we the least doubt that were it possible to obtain the statistics of all the railroads in the United States that the sum of them would range from 63,000 to 65,000 miles. In 1860 the population of the United States was 31,434,466, and the length of railroads 31,769, or about 1000 persons to each mile of railroad. In 1870 the population was 38,638,180, and at close of the year the length of railroads was 54,335 miles, or about 700 persons to each mile of railroad. That the population does not increase in the same ratio as mileage is thus certain, and that the breach has widened during the past year is not to be doubted. Notwithstanding this fact most of our railroads are constantly increasing their traffic and making enlarged earnings. Steam power, indeed, is now the great producer and carrier. Man is simply its guardian and guide.

Western Railroad of Alabama.

We have received the Report of this Company for the first fiscal year ending August 31, 1871, from which we learn that under the resolutions of the stockholders of the Western Railroad Company, and the stockholders of the Montgomery and West Point Railroad Company, the entire line of railroad from Selma to West Point, and the branch road from Opelika to Columbus, became the Western Railroad of Alabama, on the 1st of September, 1870. The receipts of the road have been:

From passengers.....	\$265,283 83
From freights.....	391,739 38
From mail pay.....	11,152 06

Total.....	\$668,175 22
The expenses of operating the road have been.....	443,023 19

Leaving net income.....	\$225,152 03
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—which has provided for the interest on the debt of the company.

At the time of the purchase, the road to Selma was not entirely completed, the bridge over the Alabama river being unfinished. It was, however, completed and the road opened early in December,

The cost of the road from Montgomery to Selma, 44 miles in length, was.....\$1,455,402 42

Including interest on debt, discount on bonds, and all expenses up to September 1st, and deducting from it the amount of earnings during the progress of the work. From which deduct the proceeds of the donation of \$117,000 of Selma and Meridian Railroad bonds made by the State to aid in building the road.....81,800 00

And the actual cost to the company is shown by the books to be.....\$1,373,602 42

Which was provided for by capital stock.....	364,100 00
Cash paid out.....	1,009,502 42
	\$1,373,602 42

To provide for the payment of what was due for building the road, after exhausting the proceeds of the first mortgage bonds for \$600,000, and to pay the floating debt of the Montgomery and West Point Railroad Company. The second mortgage bonds of the Western Railroad Company for \$1,200,000 were issued, bearing interest at 8 per cent., dated September 15th, 1870, and payable on October 1st, 1890. These bonds have been disposed of as follows:

There was deposited with the Central Railroad Bank in Savannah to be given in exchange for the second mortgage bonds of the Montgomery and West Point Railroad Company.....\$250,000 00

Deposited with John P. King, agent, to take up \$150,000 of the bonds of the Montgomery and West Point Railroad Company due January 1st, 1873.....\$150,000 00

We have on hand.....13,000 00

And have sold.....787,000 00

\$1,200,000 00

The \$787,000 of bonds were sold so as to net the company a fraction less than 90c. and netted the sum of.....\$706,972 00

Which paid up the balance due for building the road to Selma.....\$409,502 42

Debt due the State of Alabama.....71,000 00—480,502 42

Leaving a balance of.....\$226,469 96 —which was appropriated to pay the floating debt of the Montgomery and West Point Railroad Company.

Upon reference to the financial condition of the company, which is shown by the general statement herewith submitted, you will see that a floating debt has been created, amounting to \$375,424 05—which has been unavoidable. Upon an examination of the Montgomery and West Point Railroad it was found that the old flange rail, on the main line of the road, between Montgomery and West Point, which has been in use for twenty years, having been laid down on the first opening of the road in 1850, was so completely worn out that trains could not be passed over it with safety. When the repairs were begun it was hoped that the portion of it which had been re-laid with new stringers, within the last three years, might be retained for a year longer, but it was found that, even on this, the iron would not sustain the trains. Scarcely a week passed without having two or three trains off the track, breaking up our rolling stock and damaging freights, and the alternative was presented of thoroughly rebuilding the road, and creating a debt to do it, or working on in its dilapidated and worn out condition, and, by some serious accident on our passenger trains, utterly bankrupt the company; for, in the event of any injury inflicted on passengers, with the road so

unsafe, we could have made no defense against claims for the heaviest damages.

Within the year the main road has been put in such thorough repair, as to make it now fully equal in condition to the best of Southern roads. Thirty-eight miles of new rails have been laid down, bridges and culverts repaired, and on the flat and swampy lands on the lower end of the road, 30 miles ballasted. On the Columbus branch which was opened in 1855, and which was laid with a heavier flange rail than the rail on the main line, four miles of new rails, beginning at the Columbus bridge, have been laid down, and with the good flange rails taken up, the remainder of the branch road has been put in as good condition as it can be with the iron now on it. It must, however, all be relaid within the next two years, and as much sooner as the means of the company will warrant. We have now on hand 355 tons of old rails, which will be re-rolled in Atlanta, as soon as we can spare the money to meet the expense.

The amount expended in rebuilding, repairing and improving the road has been:

For 3,360 tons iron laid on 42 miles of road, which has cost the company a fraction less than \$60 per ton.....	\$197,675 05
109,200 new cross-ties laid on the 42 miles, 50 cents each.....	54,600 00
Work of relaying new iron, and ballasting track.....	25,200 00
Spikes \$200 per mile.....	8,400 00
3½ miles new side tracks, and fitting up track at Opelika.....	10,000 00
Ballasting 30 miles of track on lower end of road.....	30,000 00
Cost of 18 Dooly Switches put in place of old frogs.....	2,160 00
New buildings erected on line of road and in Selma.....	6,250 00
Repairing and rebuilding bridges, culverts, etc., etc.....	12,000 00
	\$346,285 05

An examination of the road will satisfy you that, although the amount appears to be large, it has been judiciously expended, for the road is now in a better condition than it ever has been. Beginning without means, it dragged slowly along, and the first portion of it opened for use from Montgomery to Franklin, was worn out before it could be extended beyond that point. From 1855 to 1861, it gradually worked up, paying dividends to its stockholders, and improving year by year in condition.

Utterly ruined at the close of the war, by the destruction of its property, it has been a hard struggle to keep up and run the road, and if I could have foreseen the difficulties and embarrassments to be encountered in sustaining it, when the war closed, I would have urged its sale. I hope it has seen the worst, and that it will steadily continue to improve in value as a property, and in condition as part of the great East and West line connecting the Southern Atlantic cities of Savannah and Charleston with the South-west. New roads are being constructed which will compete with it for the business which it has heretofore had a monopoly of, and others are being built which will bring in to it a new business, and, upon carefully looking at its surroundings, I see no reason why our income should not gradually increase. For the coming year, we will be fortunate if our income holds up to what it was last year, in consequence of the failure of the cotton crop—for we can not hope to move over the road more than one-half the number of bales moved last year.

Within the year, the rolling stock has been increased by the purchase of four locomotives, and the purchase and building of ninety-five freight cars. We have now fourteen passenger cars, nine baggage cars of all classes, two hundred and eighteen freight cars of all classes, and twenty-three locomotives—not as many of either as we should have; but every effort will be made to do the work of the road with the present outfit.

Having done all that is now needed to put the road in condition to move passengers safely and in good time, and to pass freights without delay or damage, the large extra force kept on the road for the past year has been discharged, and every effort will be made to keep the expenses down in proportion to the income.

The company have 23 locomotives, 7 first-class and 7 second-class passenger, 8 baggage and mail, 1 express, 141 box, 44 flat, 16 cab, 10 coal, 1 wood, 6 Green Line, 4 crank and 31 repair cars. Number of miles run by locomotives, 27,571; by passenger, baggage, mail and express cars, 623,191; by freight cars, 1,465,776. Number of through passengers carried, 19,804; do. way do., 94,176—total, 113,980. Bales of cotton transported, 112,503. The superintendent in his report says:

The opening of the road to Selma was so very late in the season, that the business of the road between Montgomery and Selma for the year, gives no test of its value.

The receipts were, from passengers... \$46,059 00
From freights... 30,171 00

Making a total of only... \$76,130 00

Take the amount of gross receipts, \$76,130, from the entire receipt's of the whole line, which shows an increase of \$196,948 57, and it is shown that the increase of receipts on the Montgomery and West Point part of the road is, for the year, \$120,818 57. This increase is shown as follows:

	Passengers.	Freights.
For 1871.....	\$219,224 83	\$372,820 39
" 1870.....	155,135 21	316,091 44
Increase for 1871....	\$64,089 62	\$56,728 95

Having the advantage of the Selma connection from the opening of this season, I hope, that although we will have to contend against the reduced quantity of cotton to be moved, our gross receipts for the year may be kept up to what they were last year.

Our outfit of engines and cars were found inadequate to the business. Four engines were ordered from Rogers' Locomotive and Machine Works, which were received early in the year, and which have performed the services for which they were built in the most satisfactory manner. Fifty box cars were purchased of the Tredegar Company of Richmond. One first-class passenger, one baggage and mail, twenty-five box, ten platform, and ten coal cars have been built in the company's shops during the year, in addition to doing the repairing necessary to keep the cars in good condition. This has been done without increasing the pay rolls of the car department above those of former years. We have most of the material on hand to complete thirty more box cars, which will be built as rapidly as can be done without adding to our car factory force. With the improved condition of our track, it is believed that our repairs will be so much less than the average of past years, that more time can be devoted to new work, and that, from this time on, everything needed by the road, in the way of cars, can be built in the company's shops.

The financial condition of the company August 31, 1871, was as follows:

LIABILITIES.	
Preferred stock.....	\$64,100 00
Common stock.....	1,944,224 00
First mortgage bonds..	\$6,500 00
Mort. bonds of 1866...	750,000 00
First mortgage bonds..	600,000 00
Second mortgage bonds	45,000 00
Second mortgage b'ds.	1,146,000 00
Income bonds.....	313,400 00
Bills payable.....	3,160,900 00
Open accounts.....	200,944 35
	270,979 70
	\$5,641,148 05

ASSETS.

Road—Cost of 160 miles.....	\$4,757,921 29
Locomotives.....	\$207,300 00
Cars.....	208,750 00
Machine shop materials.	41,831 95
Car factory materials...	27,711 47
Road master's materials	16,831 45
	502,424 87

Real estate.....	\$65,916 55
Land on line of road...	34,750 63
Steam mill.....	6,525 75
Stock in Ala. & Fla. R. R. Co.....	20,000 00
Stock in South & North Ala. R. R. Co.....	600 00
John P. King, Agent...	150,000 00
Open accounts.....	96,764 13
Cash in hands of treasurer.....	6,244 83
	380,801 89
	\$5,641,148 05

President.—CHARLES T. POLLARD.

Superintendent.—G. J. FOREACRE.

Commerce of New York.

The foreign imports at New York for the month of October, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.....	\$14,087,056	\$17,423,743
Do. for warehousing....	7,163,067	10,315,541
Free goods.....	1,193,348	2,300,611
Specie and bullion....	417,860	605,862

Total entered at port...	\$22,861,331	\$30,645,757
Withdrawn fr. wareh'use	8,802,588	10,862,097

The foreign imports at New York for the ten months from January 1, were:

	1870.	1871.
Entered for consumpt'n.....	\$14,401,203	\$18,520,289
Do. for warehousing....	100,299,719	121,668,706
Free goods.....	11,174,186	24,884,789
Specie and bullion....	8,799,031	6,192,628

Total entered at port...	\$264,283,139	\$335,266,412
Withdrawn fr. wareh'ise	99,738,423	109,487,119

The revenue from customs at New York for ten months from January 1, has been as follows:

	1870.	1871.
Six months.....	\$67,581,811 10	\$73,692,107 98
In July.....	10,592,841 37	11,934,957 33
August.....	15,078,512 90	16,932,839 65
September.....	14,182,516 12	15,733,891 86
October.....	11,161,864 60	12,066,671 28

Ten months.....	\$118,597,046 09	\$130,360,468 05
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The exports from New York to foreign ports in the month of October, were:

	1870.	1871.
Domestic produce.....	\$16,018,569	\$21,775,792
Foreign free goods.....	1,905	15,092
Do. dutiable.....	638,920	585,343
Specie and bullion....	2,416,356	2,086,891

Total exports.....	\$19,075,760	\$24,443,118
Do. exclusive of specie.	16,659,404	22,356,227

The exports from New York to foreign ports for ten months from January 1, were:

	1870.	1871.
Domestic produce.....	\$142,440,575	\$188,170,453
Foreign free goods....	334,800	1,011,954
Do. dutiable.....	8,416,680	6,479,259
Specie and bullion....	51,344,339	59,706,815

Total exports.....	\$202,536,394	\$255,368,481
Do. exclusive of specie.	151,192,055	195,661,666

The earnings of the Toledo, Wabash and Western Railroad in November, 1871, were \$531,079; in November 1870, they were \$425,687—an increase of \$105,392.

Old Colony and Newport Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 27th ult. The Annual Report was read and placed on file. The next business in order being the choice of directors, Judge Bennett of Taunton moved that a committee of five be appointed to distribute, collect and sort ballots. The committee thus appointed consisted of the following gentlemen: E. H. Bennett of Taunton, John R. Brewer of Boston, E. C. Sherman of Plymouth, J. H. French of Bridgewater and Joseph S. Seal of Kingston.

The only printed ticket in circulation was that containing the names of the old board, with a single exception—the name of Charles F. Choate of Boston being substituted for that of Francis B. Hayes of Boston, that gentleman being absent in Europe. The Auditor's report was then read and accepted.

The acceptance of Chapter 54 of the Acts of Legislature of 1871, authorizing an increase of stock, was then brought up by Mr. Charles F. Choate, who stated in explanation that there was a mortgage on the road of \$3,000,000, which must be met sooner or later, and that the most eligible way would be to increase the capital stock. He moved, therefore, that it be increased to \$5,500,000, the new stock to be issued by the directors when required by the necessities of the company. Unanimously adopted.

The acceptance of Chapter 325 of the Acts of Legislature of 1871, authorizing the corporation to construct the Shawmut Branch Railroad, was then brought before the meeting, and the subject discussed at some length. It was finally voted to ratify, approve and confirm the action of the directors in regard to the location and construction of said branch road and to authorize the issue of stock to an amount not exceeding \$100,000 to defray the expense thereof.

It was voted to authorize the directors, in behalf of the corporation, to subscribe for stock in the Plymouth and Sandwich Railroad Company, or to guaranty its bonds under the provisions of law to an amount not exceeding \$133,000. Also to authorize the directors, in behalf of the corporation, to aid in the construction of the Plymouth County Railroad so far as authorized by law to such extent as they might deem expedient.

Mr. Choate stated that as under the present by-laws no provision existed by which vacancies could be filled in the Board of Directors, he moved that they be so amended that such vacancies should be filled by the Board.

Mr. Holmes objected to placing such power in the hands of the Board, and said he believed the stockholders should have a voice in the matter. An amendment was subsequently offered by Mr. Holmes, providing that vacancies not exceeding two in one year should be filled by the directors.

It was moved and carried that the Auditing Committee of the past year be elected for the ensuing year.

The committee on counting the ballots reported the following list of names as constituting the new Board of Directors, the whole number of shares represented being 20,207:

Onslow Stearns, Boston, Mass.; Uriel Crocker, Boston, Mass.; Benjamin Finch, Newport, R. I.; Charles F. Choate, Boston, Mass.; Oliver Ames, North Easton, Mass.; Samuel L. Crocker, Taunton, Mass.; Jacob H. Loud, Plymouth, Mass.; John S. Brayton, Fall River, Mass.; Royal W. Turner, Randolph, Mass.

On motion adjourned.

The Southern Central Railroad, extending from Fair Haven to Athens, Pa., was formally opened on the 28th ult. The road is 117 miles in length, passing Weedsport, Auburn, Dryden, Owego and various other minor towns, to Athens, Pa., and from thence, by other roads, through the most famous coal regions of Pennsylvania, to Philadelphia.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease roads.	Stock outstanding.	Dividend c.	Last Dividend Payable.	Marked thus (*) are lease roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are lease roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven...100	4,795,925	J. A. J. & O.	Oct. '71 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '71 5
American Central...100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph...100	4,151,700	Aug. '70 3	Aug. '70 3	Portl., Gt. Falls & Conway...100	170,000	J. & J.	July '71 4
Atlantic and West Point...100	1,232,200	J. & J.	July '70 4	Do. pref. 100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester...100	2,000,000	J. & J.	July '71 6
Atlantic & N. Carolina...100	5,545,225			Hanover Branch, Pa. 50	116,850	M. & N.	Nov. '71 5	Raleigh and Gaston...100	4,000,000	A. & O.	Oct. '71 3
Atlantic & Gt. Western...50	25,879,923			Housatonic...100	320,000			Rensselaer and Saratoga...100	6,000,000		
Do. pref. 50	1,919,000			Do. pref. 100	1,180,000	J. & J.	July '71 4	Richmond and Danville...100	4,000,000		
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Sept. '71 2	Huntingdon & B'd Top...50	615,950			Richmond and Peterab g...100	847,100		
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 3	Do. pref. 50	212,350	J. & J.	Jan. '68 3	Rich. Fred. and Potomac...100	1,041,800		
Baltimore and Ohio...100	13,131,982	A. & O.	Oct. '71 4	Illinois Central...100	25,280,240	J. & J.	Aug. '71 5	Rockport...100	88,400		Nov. '67 2
Do. Washington Br...100	1,960,000	A. & O.	Oct. '71 4	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sept. '67 4	Rome, Water, and O'n'b...100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger...100	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 3	Rutland preferred...100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq...100	1,280,000	A. & O.	Apr. '68 3	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Oct. '71 1	St. L., Alt. and T. Haute...100	2,300,000		Annual, May '68 7
Belvidere Delaware...100	955,800			Joliet and North. Indiana...100	300,000	J. & J.	July '71 4	St. L., Jack'nv. and Chic'o...100	2,478,750		
Berkshire...100	600,000	J. A. J. & O.	July '71 1	Lake Shore & Mich. So...100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati...100	2,089,000		
Bloomburg & Corning...50	250,000	J. & J.	Jun. '71 2	Do. guar. 100	533,500	F. & A.	Aug. '71 4	Do. pref. 100	445,596	M. & N.	Nov. '71 3
Boston and Albany...100	19,150,500	M. & N.	Nov. '71 5	Lackawanna & Bloomb...50	1,325,000			Sand, Mansf. and Newark...100	905,222		
Boston and Chelsea...100	110,000	A. & O.	Oct. '71 4	Leeds and Farmington...50	2,168,665	J. & J.	July '71 3	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont...100	489,000			Lehigh and Mahanoy...50	8,739,900	M. & N.	May '67 5	Schuykill and Esqueh...50	1,269,150	J. & J.	July '71 5
Do. pref. 100	1,840,400	M. & N.	Nov. '71 3	Lehigh and Susquehanna...50	17,116,400	J. A. J. & O.	Oct. '71 2	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '71 2
Boston and Lowell...500	2,215,000	J. & J.	July '71 4	Lehigh Valley...50	344,660	J. & J.	Jan. '69 4	Schuykill Valley...50	576,050	M. & N.	Nov. '70 4
Boston and Maine...10	4,471,275	M. & N.	Nov. '71 3	Lehigh Luzerne...50	3,572,400	M. J. S. D.	Sept. '71 2	Seaboard and Roanoke...100	670,000		July '70 2
Boston and Providence...10	8,700,000	M. & N.	Nov. '71 3	Little Miami...50	2,616,100	J. & J.	July '71 3	Second Avenue (N. Y.)...50	130,000		Dec. '70 2
Broadway (South Boston) 50	400,000	J. A. J. & O.	Oct. '71 4	Little Schuylkill...25	90,700			Shamokin V. and Potomac...50	869,450	F. & A.	Aug. '71 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	June '70 3	Lomb. and South St. (Ph.) 25	3,000,000	M. & S.	Sept. '71 3	Shore Line...50	656,200	J. & J.	Jul. '71 3
Brooklyn City...100	1,000,000	F. M. A. N.	Nov. '71 3	Long Island...50	1,623,482	J. & J.	Jul. '71 4	Sixth Avenue (N. Y.)...100	750,000		May '70 1
Brooklyn City & Newt'n...100	394,000			Louis, Cin. and Lex...50	848,700	F. & A.	Aug. '71 4	Somerville...100	75,000	M. & N.	Nov. '71 3
Buffalo, Bradford & Pitts...100	1,100,000			Do. pref. 100	8,680,912	F. & A.	Aug. '71 4	South Carolina...100	5,819,275		Jul. '68 3
Buff. New York & Erie...50	900,000	M. & N.	May '71 3	Louisville and Nashville...100	2,800,000			South Western Georgia...100	3,939,900	F. & A.	Aug. '71 4
Burns and E...100	500,000	F. & A.	Aug. '70 4	Louis, N. Alb. & Chicago...100	200,000	A. & O.	Dec. '70 3	Staten Island...100	660,000	J. & J.	Jul. '67 4
Burlington and Mo. Riv...100	1,237,000	March	Mar. '71 10	Lowell and Lawrence...100	55,830	J. & J.	Jan. '70 3	Stony Brook...100	287,800	M. & N.	Nov. '70 3
Cambridge Horse (Boston) 100	7,800	A. & O.	Oct. '71 4	Lowell Horse...100	2,500,000	J. & J.	Dec. '71 5	Stockbridge & Pittsfield...100	444,700	F. & A.	Aug. '71 3
Camden and Amboy...100	5,847,800	F. & A.	Aug. '71 3	Macon and Western...100	1,600,000			Summit Branch...50	1,314,130		July '71 4
Camden and Atlantic...50	377,100			Mahanoy & B'd Mount n...50	1,800,000	M. & N.	Nov. '71 5	Syr. Bingham. and N. Y. 100	400,000	J. & J.	July '71 4
Do. pref. 50	753,600			Maine Central...100	3,400,500			Tennessee and Alabama...100	595,922	J. & J.	July '71 6
Camden & Burlington Co...100	3,310,000			Manchester & Lawrence...100	1,000,000			Terre Haute and Indiana...50	1,988,150		May '70 1
Cape Cod...50	915,570	J. & J.	Jul. '71 2	Marietta & Cincinnati...50	2,029,778			Third Avenue (N. Y.)...100	1,750,000	J. & J.	July '71 2
Cape May and Millville...50	447,000	J. & D.	Dec. '71 3	Do. 2d pref. 50	4,400,368	M. & S.	Sept. '66 3	Thirteen and Fif. (Ph.) 50	2,700,000		January, 1870, 11, 14
Catawissa...50	1,100,000			Massawippi...100	400,000	F. & A.	Dec. '70 3	Tol. Peoria and Warsaw...100	1,700,000		July '71 2
Catawissa pref. 50	2,200,000	M. & N.	Nov. '71 3	Memphis and Charleston...100	5,312,725	J. & J.	July '71 5	Tol. (E. D.) pref. 100	1,700,000		July '71 2
Cayuga & Susquehanna...50	854,110	J. & J.	July '71 4	Memphis and Ohio...100	570,000			Tol. (W. D.) pref. 100	1,300,000		May '70 1
Cedar Rapids & Mo. pref. 100	78,000	M. & N.	Nov. '71 4	Metropolitan (Boston)...100	1,250,000	J. & J.	July '71 5	Tol. Wabash and West...100	1,400,000		May '70 3
Central of Georgia...100	4,608,000	J. & J.	July '70 5	Michigan Central...100	13,225,848	J. & J.	July '71 5	Troy and Boston...100	607,111	J. & D.	Jun. '71 3
Central of New Jersey...100	15,000,000	J. A. J. & O.	Oct. '71 2	Middleboro' and Taunton...100	149,029	J. & D.	Dec. '70 2	Troy and Greenbush...100	274,400	J. & D.	Jun. '71 3
Central Ohio...100	2,450,000	J. & D.	Dec. '71 3	Middlesex (Boston)...100	400,000	A. & O.	Oct. '71 3	Union Transport'n (Boa.)...100	200,000	M. & N.	Nov. '70 4
Do. pref. 100	400,000	J. & D.	Oct. '67 2	Mill Creek and Mineh...50	323,376	J. & J.	July '71 1	Union (Phila.)...50	291,470	J. & J.	July '71 1
Cent. Park, N. & E. River...100	970,000			Milledale and Glassboro'...100	405,020	F. & A.	Feb. '70 5	Utica and Black River...100	1,666,000	J. & J.	July '70 3
Chemung...100	380,000	J. A. J. & O.	Jan. '70 3	Milw. & St. Paul...100	11,422,664			Vermont and Canada...100	3,000,000	J. & J.	Dec. '71 4
Chesapeake preferred...100	2,086,925	M. & S.	Sept. '71 5	Do. pref. 100	10,424,903	J. & J.	Dec. '70 7	Vermont Central...100	6,000,000		July '71 2
Chicago and Alton...100	8,925,500	M. & S.	Sept. '71 5	M. Hill & Schuylk. Haven 60	3,856,450	J. & J.	July '71 3	Vermont and Massachusetts...100	2,560,000	J. & J.	July '71 2
Chicago, Burl. & Quincy...100	14,580,210	M. & S.	Sept. '71 5	Mobile and Ohio...100	4,269,820	J. & D.	Dec. '67 4	Vicksburg and Meridian...100	357,408		
Chicago, Iowa & Nebras...100	1,000,000	J. & J.	July '71 5	Montgomery & W. Point...100	41,110	J. & D.	Dec. '67 4	Virginia Central...100	2,353,671		
Chicago and Milwaukee...100	2,471,000			Morris and Es...50	1,300,950			Virginia and Tennessee...100	3,506,300		
Chicago & N. Western...100	14,600,000	J. & D.	June '71 5	Mt. Carbon & Ft. Carbon...50	282,330	J. & J.	July '71 4	Western Union...100	2,707,600		
Do. pref. 100	20,370,229	J. & D.	Dec. '71 3	Nashua and Lowell...100	720,000	M. & N.	Nov. '71 5	West Jersey...100	1,209,000	F. & A.	Aug. '71 4
Chicago, R. I. & Pacific...100	17,000,000	A. & O.	Oct. '71 4	Nashville & Chattanooga...100	2,066,544	F. & A.	Dec. '70 3	West Philadelphia...100	249,100	J. & J.	Aug. '71 5
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Oct. '71 4	Naugatuck...100	1,818,000	F. & A.	Dec. '70 3	Wilm. and Weldon...100	1,463,771	J. & J.	Jan. '71 3
Cincinnati City Passenger...100	100,000	J. & J.	Jan. '68 2	New Bedford & Taunton...100	600,000	M. & N.	Nov. '71 4	Winchester and Potomac...100	1,547,655	J. & J.	July '71 5
Cin. Sand. & Clev. pref. 50	423,646	M. & N.	Nov. '71 3	New Haven & N. London...100	738,538			Warren...100	1,547,655		
Citizens' Passenger (Phila.) 50	194,750	J. & J.	July '71 7	N. Haven & Northampton...100	1,800,000	J. & J.	Jan. '68 3	Worcester and Nashua...75	1,400,555		
Clev. Col. Cin. & Ind...100	11,620,000	F. & A.	Aug. '71 4	New Jersey...100	7,297,200	F. & A.	Aug. '71 4				
Cleveland & Mahoning...50	1,000,000	M. & N.	Nov. '71 3	New London North-rn...100	1,003,500						
Cleveland and Pittsburgh...50	7,494,585	F. M. A. N.	Nov. '71 2	N. Y. Central & Hudson R...100	46,000,000	A. & O.	Oct. '71 4				
Cleveland and Toledo...50	6,000,000	F. & A.	Aug. '71 4	Do. pref. 100	44,428,330	A. & O.	Oct. '71 4				
Columbus and Xenia...50	1,766,800	M. J. S. D.	Sept. '71 2	New York and Harlem...50	8,500,000	J. & J.	July '71 4				
Concord...100	1,600,000	M. & N.	Nov. '71 5	New York & New Haven...100	9,000,000	J. & J.	July '71 5				
Concord & Fords, guar...100	350,000	J. & J.	July '71 3	N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '71 5				
Coney Island & Brooklyn...100	600,000			Nig. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '71 3				
Conn. & Passum. & pref. 60	2,084,200	F. & A.	Aug. '71 3	Norfolk & Petersburg...100	137,500	J. & J.	Jan. '71 3				
Do. pref. 100	1,000,000	J. & J.	Jan. '72 5	North Carolina...100	4,000,000	A. & J.	July '70 3				
Cumberland and New...100	1,316,900	A. & O.	Oct. '71 4	Northern Central...100	5,000,000	M. & N.	Nov. '71 3				
Dayton and Michigan...100	4,000,000			North Eastern (S. C.) pref. 100	155,000						
Delaware...100	1,107,291	J. & J.	July '71 3	North Eastern (S. C.) pref. 100	3,068,400	J. & D.	Dec. '71 4				
Del. Lackaw. & Western...100	16,277,500	J. & J.	Dec. '70 6	Northern of N. Humph...100	3,150,150						
Des Moines Valley...100	1,520,200			North Pennsylvania...100	2,364,400	J. & J.	Aug. '71 5				
Detroit & Milwaukee...100	452,350			Norwich & Worcester...100	3,051,800	J. & J.	July '71 3				
Do. pref. 100	2,093,000			Ogdensb. & L. Champl'n...100	2,000,000	A. & O.	Oct. '71 4				
D. Dock, R. B'dw. & Bat...100	1,300,000	F. M. A. N.	May '70 2	Ohio and Mississippi...100	10,995,847						
Dubuque and Sioux City...100	5,000,000	J. & J.	July '71 2	Do. pref. 100	4,024,474	J. & D.	Dec. '71 3				
Do. pref. 100	1,000,000	J. & J.	July '71 2	Oil Creek & Allegheny R...50	4,259,450	J. A. J. & O.	Oct. '71 2				
East Mahanoy...50	392,550	J. & J.	July '71 3	Old Colony & Newport...100	4,959,025	J. & J.	July '71 3				
Eastern (Mass.)...100	4,062,000	J. & J.	July '71 4	Orange and Newark...100	289,550						
Eastern (N. H.)...100	494,500	J. & J.	July '71 4	Oswego and Syracuse...50	482,400	F. & A.	Aug. '71 4				
East Pennsylvania...50	1,309,200			Pacific of Missouri...100	3,711,196						
East Tenn., Va. and Ga...100	1,969,524			Panama...100	7,000,000	J. A. J. & O.	Jan. '71 3				
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '68 4	Paterson and Ramapo...100	248,000	J. & J.	Jan. '71 4				
Elm. Jeffers & Cananda...100	600,000	F. & A.	Aug. '71 2	Paterson and Hudson Riv...100	630,000	J. & J.	July '71 4				
Elmira & Williamsport...50	600,000	M. & N.	Nov. '71 2	Pennsylvania...100	38,560,000	J. & D.	Dec. '71 5				
Do. pref. 50	600,000	J. & J.	Jan. '71 3	Peoria & Bureau Valley...100	1,200,000	F. & A.	Aug. '71 4				
Erie Railway...100	75,000,000	F. & A.	Feb. '66 4	Peoria and Hannibal...100	600,000	J. & J.	Jan. '69 8				
Do. pref. 100	8,556,910	Annual	Dec. '69 7	Petersburg...100	1,320,000	J. & J.	Jan. '71 3				
Erie & Pittsburg...50	999,740	M. J. S. D.</									

NATIONAL AND STATE SECURITIES.

						Interest.				Interest.					
						Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.		Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
						Rate.	Payable.	WHEN PAY-ABLE.	Market Price.			Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities Dec. 1, 1871.															
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890					
Loan of February 8, 1861.....registered	13,955,000	5	"	1874	110	.. — Defense Loan Bonds.....	3,651,398	5	"	"	1883	105			
Loan of February 8, 1861.....coupon	13,728,000	6	Jan. & July.	1880	113 1/2	.. — Southern Relief Bonds.....	100,000	6	"	"	1873				
.. .. coupon	4,687,000	6	"	1880	117 1/2	Massachusetts—State Scrip	324,000	5	Jan. & July.	73-74					
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	112	.. ..	275,000	5	April & Oct.	72-73					
Loan of July 1, and Aug. 3, 1861.....registered	124,981,150	6	Jan. & July.	1881	113 1/2	.. ..	320,000	5	May & Nov.	72-73					
.. .. coupon	64,340,050	6	"	1881	117 1/2	.. ..	133,000	6	June & Dec.	71-72	97 1/2				
Loan of Feb. 25, 1862 (5-20s).....registered	76,714,850	6	May & Nov.	1882	110 1/2	.. — Union Fund Loan of 1861	3,000,000	6	Jan. & July.	71-72	108 1/2				
.. .. coupon	379,100,350	6	"	1882	110 1/2	.. .. of 1863	600,000	6	"	"	77-78				
Loan of March 3, 1863.....registered	53,363,750	6	Jan. & July.	1881	113 1/2	.. — Coast Defense Loan.....	888,000	5	"	"	1883				
.. .. coupon	21,636,250	6	"	1881	117 1/2	.. — Bounty Loan of 1863.....	200,000	5	"	"	1883				
Loan of March 3, 1864 (5-20s).....registered	2,492,500	6	May & Nov.	1884	111 1/2	.. .. of 1864.....	4,379,500	5	May & Nov.	1894	90 1/2				
.. .. coupon	40,936,350	6	"	1884	110 1/2	.. .. (stg.).....	4,000,744	5	"	"	1894				
.. .. coupon	40,924,250	6	May & Nov.	1884	111 1/2	.. — War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1886	101				
.. .. coupon	43,079,300	6	"	1885	111 1/2	.. — Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871					
.. .. coupon	120,258,200	6	May & Nov.	1885	111 1/2	.. — T. & G. R. R. & Hoosac T. stg.....	3,506,580	5	"	"	88-90	97 1/2			
.. .. coupon	63,463,050	6	Jan. & July.	1885	114 1/2	.. ..	966,500	5	"	"	91-92	97 1/2			
.. .. coupon	169,243,050	6	"	1885	113 1/2	.. — Southern Vermont R. R.....	200,000	5	"	"	1890				
.. .. coupon	91,160,050	6	Jan. & July.	1887	110 1/2	.. — Eastern R. R.....	50,000	5	Jan. & July.	1871					
.. .. coupon	229,817,500	6	"	1887	114 1/2	.. — Norwich & Worcester.....	400,000	6	"	"	1877				
.. .. coupon	12,606,500	6	Jan. & July.	1888	114 1/2	.. — Bos., Hartf. & Erie (stg.).....	3,549,024	5	"	"	1900				
.. .. coupon	26,660,050	6	"	1888	114 1/2	Michigan—Renewal Loan Bonds.....	160,000	6	"	"	1878				
.. .. coupon	138,629,050	5	Mar. & Sept.	1904	109 1/2	.. — Two Million Loan Bonds.....	1,621,000	7	May & Nov.	1890					
.. .. coupon	56,528,250	5	"	1904	109 1/2	.. — War and Bounty Loan Bonds.....	478,000	7	Jan. & July.	1879					
Consols of July 14, '70 & Jan. 20, '71 registered	54,483,150	5	F. M. A. & N.	1881	109 1/2	.. — Sault St. Marie Canal Bonds.....	86,000	6	Jan. & July.	77-79					
.. .. coupon	8,313,250	5	"	1881	109 1/2	Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	77-79					
.. .. coupon		4 1/2	F. M. A. & N.	1886		.. — Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872					
.. .. coupon		4 1/2	"	1886		.. — Railroad Loans Bonds.....	2,275,000	7	"	"	1883				
.. .. coupon		4 1/2	F. M. A. & N.	1901		Mississippi—State Bonds (for banks).....	2,000,000	6	"	"	41-71				
.. .. coupon		4	"	1901		Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883					
Dem. Cer. of Mar. 2, '67, and July 25, '68.....(cur.)	23,490,000	3	"	1901		.. — Interest Bonds of 1868.....	2,727,000	6	"	"	1888				
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	1901		.. — Railroad Loans.....	13,112,000	6	"	"	74-90	98 1/2			
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	1875		.. — South Pacific, guar.....	1,589,000	7	"	"	1876	70			
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	98-99	113	.. — Hannibal and St. Joseph.....	3,000,000	6	"	"	73-87	94 1/2			
U. S. Notes and Fractional Currency.....	397,768,837	nat.	"			Nebraska—(No Debt).....									
State Securities, latest dates.															
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65	Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872					
.. .. (extended).....	2,414,800	5	"	83-86		.. .. of July 1, 1861.....	899,200	6	"	"	71-72	100 1/2			
.. .. (sterling).....	688,000	6	June 1.	1870		.. .. of Oct. 1, 1865.....	600,000	6	Mar. & Sept.	84-85	100				
.. .. (" extended).....	82,500	6	Jan. & July.	1886		New Jersey—War Loan of 1861 (free).....	1,000,000	6	April & Oct.	71-72	99				
.. .. (").....	712,800	5	"	1886		.. .. of 1863 (free).....	1,299,900	6	Jan. & July.	71-74					
.. .. (new).....	1,316,700	8	"	86-88	98 1/2	.. .. of 1864.....	1,002,900	6	"	"	86-90	105			
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53	New York—Bounty Fund Stocks.....	1,478,000	7	"	"	1877	98 1/2			
.. .. (Ald R. R's).....	3,000,000	7	April & Oct.	1900		.. .. Bonds.....	21,089,000	7	"	"	1877	100 1/2			
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	111 1/2	.. — General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.					
.. .. 1860.....	138,500	7	"	1880		.. ..	800,000	6	"	"	1878				
.. — Relief Fund Bonds of 1863.....	424,500	7	"	1883		.. ..	348,000	5	"	"	pleas.				
.. — Bounty Fund Bonds of 1864.....	805,000	7	"	1884		.. — Canal Fund Stocks.....	900,000	6	J. A. J. & O.	1875	106				
.. — Central Pacific R. R. Loan of 1865	1,500,000	7	"	1885		.. ..	2,257,900	6	"	"	1872				
Connecticut—War Bonds, of 1861, (10-20s).....		6	Jan. & July.	81-82		.. ..	5,150,100	6	"	"	1873	107 1/2			
.. .. of 1863, (20s).....		6	"	1883	100 1/2	.. ..	2,099,000	6	"	"	1874	107			
.. .. of 1864, (10-20s).....	5,927,000	6	April & Oct.	1884	101	.. ..	473,000	6	"	"	1875				
.. .. of 1865, (20s) free.....		6	"	1885		.. ..	880,000	5	"	"	1877				
.. .. (various) registered	867,500	6	Various.	Var.		North Carolina—State Bonds for R. R. (old).....	1,106,420	6	"	"	1874				
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898		.. .. (old).....	4,738,500	6	Jan. & July.	71-91	38 1/2				
.. .. 1869.....	200,000	6	"	1899		.. — State Bonds for R. R. (new).....	3,639,400	6	April & Oct.	71-91					
.. — Railroad Loans \$16,000 per mile.....		6	"	1899		.. .. (new).....	2,626,000	6	Jan. & July.	92-98	19 1/2				
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	71-74	84	.. — Funding & c. Bonds of '66-'68	1,794,000	6	April & Oct.	92-98					
.. .. 1842 to 1843.....	273,000	7	Various.	72-74	92 1/2	.. ..	2,800,400	6	Jan. & July.	1899	21				
.. — Atl. and Gulf R. R. 1868 to 1869.....	800,000	6	Feb. & Aug.	75-86	84 1/2	.. — Special Tax Bonds.....	1,821,400	6	April & Oct.	1899					
.. — Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	91 1/2	Ohio—State Loan (New York).....	11,407,000	6	Jan. & July.	1899	14				
Illinois—Interest Bonds of 1847.....	980,693	6	"	1877	100 1/2	.. ..	1,284,517	6	"	"	1870				
.. — Stock of 1857.....	184,311	6	"	1877		.. ..	1,600,000	6	"	"	1875	103 1/2			
.. — Refunded Stock Bonds.....	344,000	6	"	Var.		.. ..	4,095,329	6	"	"	1881	104 1/2			
.. — Normal University Bonds.....	45,000	6	"	1879		.. ..	2,400,000	6	"	"	1886	106 1/2			
.. — Thornton Loan Bonds.....	103,000	6	Mar. & Sept.	1879		.. — Union Loan (Columbus).....	366,975	6	May & Nov.	1871					
.. — War Loan Bonds.....	416,800	6	Jan. & July.	1879		Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	74-84					
Indiana—State Bonds.....		5	"	1866		Pennsylvania—Redemption Loan of 1867.....	95,550	6	Feb. & Aug.	1872	96				
.. — War Loan Bonds.....	204,000	6	May & Nov.	1888		.. ..	4,731,500	6	"	"	1872	102			
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881		.. ..	90,400	6	"	"	1877	96			
Kansas—State Bonds.....	100,675	7	"	83-84		.. ..	7,890,550	5	"	"	1877	108 1/2			
.. .. military.....	1,059,500	7	"	76-89		.. ..	726,500	5	"	"	1882	96			
Kentucky—State Bonds of 1841-42.....	176,000	7	"	1889		.. — Inclined Plane Loan.....	9,237,050	6	"	"	1882	108			
.. .. of 1843.....	913,000	6	April & Oct.	71-72	90 1/2	.. — Military Loan.....	400,000	6	April & Oct.	1879	107				
.. .. military.....	160,000	5	"	1873		.. — State Stocks (old).....	2,769,250	5	Feb. & Aug.	1871	102 1/2				
Louisiana—Charity Hospital.....	309,300	6	Various.	1895		.. .. (old).....	384,000	5	Jan. & July.	1882					
.. — State Bonds, general.....	750,000	5	Mar. & Sept.	1872		.. .. (old).....	3,3								

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	56
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg. P.d. gold	20,000pm	7*	May & Nov.	New York.	1919	58½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	" "	1885	93	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
3d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Albany City Loan, 1865.....	1,000,000	6	" "	" "	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879	100
Allegheny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	" "	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	1st Mort. (Branch) bonds.....	900,000	8	" "	" "	1894	103
1st Mortgage, Eastern Extension	48,000	7	" "	" "	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Special Bonds to State of Penn.	3,500,000	5	" "	" "	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	94½
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1880 and 1881.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	" "	New York.	1875	95
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	" "	1883	90½
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	80	Dollar Loan of 1889.....	866,000	6	March & Sept.	" "	1889	91
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	" "	1889	94
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	" "	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....	1st Mortgage of 1863.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	" "	1879	85
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	" "	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	96½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	96½
Atlantic and Pacific:							Cedar Falls and Minnesota (Ili. C.):						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84½
1st Mortgage (So. Pacific).....gold	7,250,000	6*	" "	" "	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.)						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	" "	1878	....	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	6	Central of New Jersey:						
Loan of 1860.....	579,500	6	" "	" "	1880	96½	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1863.....	1,710,500	6	April & Oct.	" "	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	" "	1890	104
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1896	....	Central Ohio (B. & O.):						
Loan of 1883 (Baltimore) skg. fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	108½
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	100
Barclay Coal:							Income bonds.....	10,000,000	....	" "	" "	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	" "	" "	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	785,000	7	" "	" "	1895	....
1st Mort. guar. by M. C. Co. gold.	160,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C. C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" " " ") ..	188,500	6	" "	" "	1872	....
2d Mortgage (" " " ")	495,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (" " " ") ..	901,000	6	" "	" "	1884	....
3d Mortgage (" " " ")	745,000	6	Feb. & Aug.	" "	1887	83	Income.....	300,000	8	" "	" "	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'76-'80	85
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	84	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds..	248,000	6	" "	" "	....	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	" "	" "	'89-'90	85	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	160,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
3d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	" "	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	103½
1st Mortgage (new) for \$20,000,000	1												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	Columbus, Springfield and Cin.:						
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	1st Mortgage for \$1,000,000.....		7	.....	New York.	18—	....
Chicago and Illinois Southern:							Columbus and Xenia:						
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska:							Concord and Claremont:						
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv.:						
Chicago & Milwaukee (C. & N.W.):							1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876	92½
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	559,429	7	"	"	1876	100
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	96	Connecticut River:						
Chicago and Northwestern:							1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101	Connecticut Western:						
Interest (Pd. coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	95	1st Mortgage.....	81,500	7	.....	Hartford.	18—	....
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	59½	Connecting (Philadelphia):						
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Contoocook River:						
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	1st Mortgage.....	30,000	6	.....	Boston.	18—	....
1st Mort. (Gal. & Chic. U. R. R.) ..	1,785,000	7	Feb. & Aug.	"	1882	....	Cooperstown and Susq. Valley:						
2d Mort. (Gal. & Chic. U. R. R.) ..	948,000	7	May & Nov.	"	1875	....	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	....	Coun. Bluffs & St. J. (K. St. J. & C. B.)						
1st Mort. (Elgin and State Line) ..	135,000	7	"	"	1878	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage.....	150,000	10	"	"	1872	....
Consol. skg fund Mort. (800 m.) ..	2,510,000	7	May & Nov.	"	1915	92½	Covington and Lex. (Ky. Cen.):						
Equipment Mortgage.....	275,000	10	"	"	1871	....	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage March 1863.....	844,000	7	"	"	1883	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1886	....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	....	Cumberland Coal and Iron:						
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	96	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Cumberland Valley:						
Chicago & Mich. Lake Shore:							1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84	2d Mortgage.....	109,500	8	"	"	1908	....
Chicago, Pekin & Southwestern:							Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	Danbury and Norwalk.						
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102½	2d Mortgage of 1869.....	200,000	7	"	"	1890	....
Chi. & Southwestern (C. R. I. & Pac.):							Danv., Hazleton & Wilkesbarre:						
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Chillicothe & Brunswick (N. Mo.):							Davenport and St. Paul:						
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
Cincinnati & Balt. (Mar. & Cin.):							Dayton and Michigan:						
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
2d Mortgage of 1855.....	500,000	7	Jan. & July.	"	1885	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Dayton and Union:						
Cinc. and Indiana (C. Laf. & Chi.):							1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	"77-87"	....	Income Bonds.....	262,445	6	"	"	1879	....
Cincinnati and Indianapolis Junc:							Dayton and Western:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1906	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage.....	433,000	6	"	"	1906	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Decatur & E. St. Louis (T. W. & W.):						
Cincinnati, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	Decatur, Sullivan and Mattoon:						
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	Delaware:						
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Delaware State Loan.....	170,000	6	"	"	1876	....
Cincinnati, Sandusky and Clev.:							Guaranteed Bonds.....	100,000	6	"	"	1875	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	81	Exten. (Ref. to Delmar) bonds.....	100,000	6	"	"	1880	....
1st Mort. (San. Day and Cin.) ..	998,000	6	Feb. & Aug.	Boston.	1900	77½	Delaware, Lackwan. & Western:						
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91½	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cincinnati and Zanesville:							1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	101
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	2d Mort. (General).....	1,635,000	7	March & Sept.	"	1881	97
Clev., Col. and Cin. (C. C. C. & I.):							Denver Pacific:						
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	"71-84"	....	1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
Clev., Col., Cin. & Indianapolis:							Des Moines Valley:						
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	....	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. (C., C. and C. R. R.) ..	365,000	7	June & Dec.	"	"71-84"	....	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mort. (Bell. and Ind. R. R.) ..	646,000	7	Jan. & July.	"	"70-95"	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
Cleveland and Mahoning:							Detroit, Hillsdale and Indiana:						
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mort. (16,000 p. m.) guar	1,080,000	8	June & Dec.	New York.	1890	87½
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	Detroit, Lansing & L. Michigan:						
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	"	1881	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
Clev., Mt. Vernon and Delaware:							1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	"	1879	....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage Ionia and Lansing	300,000	8	May & Nov.	"	1880	....
Clev., Painesv. & Ash. (L. Shore):							Detroit and Milwaukee:						
1st Mortgage Sunbury and Erie.....	500,000	7	Jan. & July.	New York.	1874	97½	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	1st Mortgage Funded Coupons ..	628,525	7	Jan. & July.	"	1875	....
Cleveland and Pittsburg:							2d Mortgage Funded Coupons ..	377,115	7	May & Nov.	"	1875	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Bonds of June 30, 1866, (cond.) ..	1,916,639	6	"	NY & Detroit.	1886	....
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886
4th Mortgage.....	1												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	104 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed....	376,768	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund....	495,000	7	March & Sept.	Philadelphia.	1888	....	Hackensack & N. York Ext.(Erie):						
East Tenn. & Georgia(E.T.V.&G.):							1st Mortgage of May 1, 1869....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	88
East Tennessee, Virginia & Ga.:							Hannibal & Cen.Mo.(C. & Alton):						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien)\$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	94 1/2
Loan of 1862, sterling.....	383,000	6 1/2	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1886	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	96	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	95 1/2	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	600,000	6	May & Nov.	" "	1889	95 1/2	Fifteen years' bonds.....	1,209,500	8	" "	" "	1885	93
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	97
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	105
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport(N.Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	....	Harrisburg & Lancaster (Pa.R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	95 1/2	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	93 1/2	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	87	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	82 1/2	Hastings and Dakota:						
Buffalo Branch 1st mortgage....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (\$1,000,000) conv.	4,844,400	6 1/2	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1886	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,060,000	6 1/2	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win. 45 m)	2,000,000	6 1/2	" "	" "	1899	....	1st Mortgage L.G. skg fund. gold	3,400,000	7 1/2	Jan. & July.	New York.	1891	....
Evansville and Crawfordville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)...	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.)...	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	100
1st Mort (Rockville Extension)...	160,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	....
Consolidated Mortgage.....	.....	7	Jan. & July.	" "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100
1st Mortgage of July 1, 1887....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol).....	1,069,000	7	April & Oct.	" "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7 1/2	April & Oct.	New York.	1875	105 1/2
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6 1/2	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G. 1st mort....	267,000	7	May & Nov.	New York.	1880	....	2,500,000	6 1/2	" "	London.	1890	....
1st Mortgage L. G. 2d mort....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South Iowa (T.W. & W.):						
1st Mortgage L. G. 3d mort....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
F. & Holly R.R. b'ds (\$25,000 a yr)	600,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L.I.):							1st Mortgage..... gold	2,750,000	7 1/2	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Bloomington & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv..... gold	5,000,000	7 1/2	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" "	New York.	1889	....	2d Mortgage.....	1,600,000	8	" "	" "	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F.W.J.&S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed..... gold	1,800,000	7 1/2	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68 1/2
Galena & Chic. Union (C.&N.W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	103	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	90 1/2	Indianapolis, Crawfordv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage..... gold	1,500,000	7 1/2	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & L.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana(P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage guar half yr.... gold	4,000,000	7 1/2	Jan. & July.	New York.	1897	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year..... gold	4,000,000	7 1/2	April & Oct.	" "	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
1st Preference Bonds £2,703,325.	13,516,625	5 1/2	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill.Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4 1/2	" "	" "	....	....	1st Mortgage of April 1, 1869....	2,960,000	7	April & Oct.	New York.	1899	....
3d Preference Stock £768,510.	3,792,550	4 1/2	" "	" "	....	....	Iowa Midland (C. &						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.:	\$2,107,000	7					Lehigh Valley:						
1st Mortgage of Oct. 1, 1886.....	2,000,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	297,000	7	"	"	1910	....	1st Mort. of 1868 (coup. & reg.) free	3,343,000	6	June & Dec.	"	1898	97
1st Mortgage (Ind & Mad.) guar.	345,000	7	May & Nov.	"	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	101
2d Mortgage (Jeffersonville).....	74,000	6	April & Oct.	"	1873	....	1st Mort. (Hazleton R.R. of 1862)	132,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	410,000	8	"	"	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar.	410,000	8	Jan. & July.	New York.	1882	106	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1906	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage (").....	433,000	6	"	"	1906	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90	1st Mortgage.....	.....	7*	"	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'wstn Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	"	"	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 204 m.....	687,000	8	March & Sept.	N. Y. & Bost'n.	1890	....	Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (").....	150,000	10	"	"	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	1881	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	91	Louis. Loan (").....	100,000	6	"	"	1874	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874	....
1st Mort. (").....	1,500,000	7	"	"	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	1887	....
1st Mort. on R.R. 254 m.....	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	"	1887	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Memphis Br.).....	197,000	7	"	"	1876	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	1871-76	....	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	....	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	1893	....
1st M. on lands E. of 380th m. gold	2,000,000	6	Jan. & July.	"	1880	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	1895-97	....	Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	"	1916	....	Lowell & Lawrence (R. & L.):						
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1877-90	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1880	....
2d Mortgage March 1863.....	844,000	7	"	"	1883	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890	....
3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1885	....	Equipment Mortgage.....	150,000	....			
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000pm	7	"	"	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1876	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	1870-91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Mort. (Ext.) for \$500,000.....	112,000	6*	April & Oct.	"	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	1st Mort. (Bto P. & Ken. exch. 7s)	577,000	6	"	"	1872	....
Income Mortgage.....	79,325	10	Jan. & July.	"	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
La C. Trempealeau & Pres. (C. & N.W.):							Mansfield & Framlign. (B.C. & F.):						
1st Mortgage, guaranteed.....	800,000	7	April & Oct.	"	1871	....	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	89
Lafayette, Bloomington & Miss.:							Marietta and Cincinnati:						
1st Mortgage.....	1,300,000	8	"	"	1871	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
Lafayette, Muncie & Blooming:							1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	97
1st Mortgage.....	1,500,000	8	"	"	1871	....	2d Mortgage.....	2,500,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896	....
Lake Shore & Michigan So.:							Baltimore Loan to Union R. R.	20,000	7	"	Baltimore.	....
Sunbury B'ds (CP & ARR 954m)	500,000	7	Jan. & July.	New York.	1874	....	Marietta and Pittsburg:						
Regis. Bonds (").....	1,000,000	7	"	"	1880	....	1st Mort. of Aug. 1, 1869.....	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
3d Mortgage (").....	1,000,000	7	April & Oct.	"	1892	....	Marquette and Ontonagon:						
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
S. Fund Bonds (L.S. & M.S. 013m)	2,000,000	7	"	"	1879	94	Maryland and Delaware:						
Consol. M. reg. (").....	597,000	7	J. A. J. O.	"	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	60
Consol. M. coup. (").....	63,000	7	Jan. & July.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
1st Mort. (M.S. & N. In. R.R. 521m)	5,255,000	7	May & Nov.	"	1885	101	Memphis and Charleston:						
2d Mort. (").....	2,669,000	7	"	"	1877	97	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (Jane. R.R. 401 m.).....	115,000	7	June & Dec.	"	1872	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
S. Fund (Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	"	1885	....	Tenn. Loan.....	1,864,897	6	"	"	1890	....
M. of 66 (").....	864,000	7	April & Oct.	"	1886	Memphis and Little Rock:						
Mort. Bonds (Buff. & E. R. R. 88m)	23,000	7	June & Dec.	"									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Midlin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	90	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	90	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107	New H., Middle'n & Willman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	95	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal).						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbrances assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	10,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869..	2,000,000	7	May & Nov.	New York.	1889	75
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,930	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	New O., Baton-Rouge & Vicksb'g:						
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	"	'81-'93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856.....gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. RR & land (U.P.S. Br.)SF	4,145,000	8	Jan. & July.	New York.	1889	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Tubo & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	New Orleans and Selma:						
Missouri Valley (K.C.S. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage ".....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	91
Mobile L&N \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
Mobile and Girard:							Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	"	....	Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	"	1887	92
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (").....S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	803,700	8	"	"	1878	....	3d Mort. (").....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	877,900	8	"	"	1883	....	Conv. B'ds (").....	8,000	7	"	"	1867	....
Interest bonds 2nd issue.....	877,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,400	6*	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,161,000	8	various.	New York.	1883	....	New York & Flushing (P. & N.S.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	"	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Euclid:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1866, endorsed..	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	93
Montgomery & West Point (Win)							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	1870	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,500	7	"	"	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,800	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	"	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund.....	5,000,000	7	March & Sept.	New York.	1914	102	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93	1st Mortgage.....	500,000	7	"	"	1889	....
Muscatine (South-Western):							Norfolk County (B. H. & Erie):	</					

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1896	88½	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (p.c. after 5yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	98½
North Pennsylvania:							Peninsula (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½	1st Mortgage.....	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	380,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	96	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	93
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,233,000	6	April & Oct.	"	1900	86½	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (O.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	93½	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands..gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdy):						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage ("")	140,000	6	"	"	1885	90½	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,600	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	25,500	7	"	"	1865	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	'79-'95	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	88½
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873	....	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888	88½
Ogdensburg and Lake Champlain:							3d Mortgage.....	3,568,000	6	"	"	1920	....
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie).	1,000,000	6½	April & Oct.	"	1877	99½
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norlat:						
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101½	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage (W. Div.).....	850,000	7	"	"	1872	....	Debenture Loan of 1868.....	1,121,000	6	"	"	1893	....
2d Mortgage (W. Div.) conv.....	534,000	7	"	"	1874	85	Debenture Loan of 1870.....	2,628,000	7	"	"	1890	88½
Income Mort. (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1870.....	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & conv.	1,521,000	6	"	"	1880	90
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	96	Mortgage Loan of 1868.....	2,700,000	6	April & Oct.	"	1880	103
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	6*	Jan. & July.	London.	1880	....
Old Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6*	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	54½	Sterling Loan of 1836.....	268,000	7*	"	"	'72-'77	....
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,600	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	86	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96½	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	95	2d Mort. conv. (Steuvenv. & Ind.)	3,820,000	6	March & Sept.	"	83	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	94½	Pittsburg & Connelleville (E. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.).....	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	82	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106½
3d Mort. ("")	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. ("")	574,000	8	March & Sept.	Alexandria.	1880	81½	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	83½	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,902	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Omaha Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (6-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	800,000	7	Jan. & July.	"	1912	101
Oswego and Rome (E.W. & O.):							2d Mortgage (Series H).....	800,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	800,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series K).....	800,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series L).....	800,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	'70-'80	....	2d Mortgage (Series M).....	800,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	97½
Ottawa, Osw. & Fox R.V. (C.B. & Q.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Owensboro' and Russellville:							Construct'on bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Port Huron & Lake Michigan:						
Pacific of Mo.:							1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1890	....
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	Portland and Kennebec:						
1st Mortgage.....	7,000,000	7*	Jan. & July.	"	1880	102	1st Mort. (K. & P. R. R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	'71-'73	....	Consol. (P. & K. R. R.) Apr. 1, 1865	780,700	6	"	"	1895	....
Fanar, a:							Portland loan.....	100,000	6	"	"	....	....
Sterling Bonds £152,775 at 4.85.....	740,959	7*	Feb. & Aug.	London.	1872	....	Stock certificates (Yarmouth).....	202,400	6	April & Oct.	Portland.	....	....
Sterling Bonds £19,350 at 4.85.....	93,847	7*	April & Oct.	"	1875	....	Portland and Oxford Central:						
Sterling Bonds £597,800 at 4.85.....	3,869,330	7*	"	"	1897	....	1st Mortgage of 1863.....	250,000	6	"	Portland.	1883	....
Farmington and Newark (Erie):							Port Royal:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1885	....	1st Mort. skg fd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Farmington and Ramapo (Erie):							Portsmouth, Gt. Falls & Conway:						
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878	....	1st Mortgage.....	200,000	6	"	Boston.	1889	....
Pekin, Junc. & Decatur (T.W. & W.):							Potomac & Watertown (R.W. & O)						
1st Mortgage.....	16,000pm	7*	Feb. & Aug.	New York.	1901	....	1st Mortgage, guaranteed.....	345,500	7	June & Dec.	New York	'72-'74	....
Pemberton & Hightstown (C&A):							Pongkeepsie and Eastern:						
1st Mortgage endorsed.....	160,000	7	Jan. & July.	New York.	1877	....	1st Mort. conv. & tax free.....gold	800,000	7*	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence, Warren and Bristol:						
1st Mort.....	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½	1st Mortgage of 1868.....	55,000	8	June & Dec.	Providence.	1877	....
2d Mort. ("") Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½	Quincy and Toledo (T.W. & W.):						
2d Mort. ("")	2,282,840	6*	"	London.	1875	....	1st Mortgage, assumed.....	500,000	7	May & Nov.	New York.	1890	87
General Mortgage.....	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½	Quincy & Warsaw (C. B. & Q.):						
State lien on whole property.....	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....	1st Mort. guar. & tax free.....	800,000	8	Jan. & July.	Boston.	1890	98
Debentures or Short Bonds.....	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....	Raleigh and Gaston:						
Mortgages and ground rents.....	102,809	6	various.	"	var.	....	1st Mortgage.....	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,746	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuylkill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	77 1/2	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'76	....	1st Mortgage, guar. by Ala...gold	16,000pm	8*	"	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala...gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	'72-'74	....	Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871...gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	85	Domestic Bonds (H) 1866-'67....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,300	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	78,000	6	Jan. & July.	"	'80-'92	....
2d Mort. conv. into com. stock....	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.)...	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	8	June & Dec.	"	1876	....	2d Mort. " " " " " "	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	21	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Deny. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Deny. C. (W.D. 160m):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	6,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97 1/2	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	77	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94 1/2	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 14, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 18-8.....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Deny. (Pacific):							1st Mortgage for \$28,000,000 gold	.....	6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	671,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1898 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,900,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	350,000	7	"	New York.	1874	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:													
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):						
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	92	West Jersey:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	89	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	80	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	" "	1896	90
Equipment sinking fund.....	406,000	8	Jan. & July.	" "	1879	....	Consolidated mort. Apr. 1, 1869.	979,900	7	April & Oct.	" "	1899	101
Toledo, Wabash and Western:													
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	96	West Shore Hudson River:						
1st M. (L. Erie, W. & St. L. 187 m.)	2,500,000	7	" "	" "	1890	....	1st Mortgage.....	676,300	7	" & "	New York.	....	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	90	West Wisconsin:						
2d Mort. (Wab. & West. 187 m.)	1,500,000	7	" "	" "	1871	....	1st M. L. G. stg. conv. £800,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1855	....
Equip't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82	Wicomico and Pocomoke:						
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Troy and Boston:													
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wilm., Charlotte & Rutherford:						
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	1st Mortgage, endor. by N. Car.	1,001,000	8	" "	" "	'87-'97	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....	Wilmington and Reading:						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	95
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	2d Mortgage.....	262,200	7	Jan. & July.	" "	1902	....
Troy Union:							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sterling Loan.....	676,888	6	Jan. & July.	London.	1881	....
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	....	Sterling Loan.....	197,777	7	May & Nov.	" "	1885	....
Union Pacific:							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	91	Winons & St. Peter (C. & N. W.):						
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	79	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....	....
Income Mortgage.....	10,000,000	10	March & Sept.	" "	1874	81	2d Mortgage.....	12,000pm	7	May & Nov.	" "	....	....
2d Mortgage (U. S. subd.).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....	CANAL BONDS:						
Union Pacific—Central Branch:							Chesapeake and Delaware:						
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	90
2d Mortgage (U.S. subd.).....	1,600,000	6	Jan. & July.	" "	1895	....	Chesapeake and Ohio:						
Union Pacific, E. D. (see K. Pac.):							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union Pacific, S. Br. (M.K. & T.):							Sterling Loan guaranteed.....	4,375,000	5	" "	London.	1890	....
1st M.R. R. 342m. & 1,300,000 acres	4,145,000	6	Jan. & July.	New York.	1869	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Union and Tusculville:							Delaware Division (L.C. & W.):						
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Utica and Black River:							Delaware and Hudson:						
1st Mortgage, July 1838.....	150,000	7	Jan. & July.	New York.	1878	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
Vermont Central:							Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	83	Delaware and Haritan (See Cam						
2d Mortgage.....	1,500,000	7	" "	" "	1891	35	den and						
Equip. Loans of 1866-'87.....	1,000,000	8	May & Nov.	" "	'76-'77	100	Erie of Pennsylvania:						
Equip. Loans of 1867.....	1,000,000	8	" "	" "	1889	101	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Stantead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	" "	1887	84	Bonds for interest prior to 1860.	161,960	7	" "	" "	1873	....
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	" "	....	100	Lehigh Coal and Navigation:						
Vermont and Massachusetts:							Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan.....	2,000,000	6	" "	" "	1897	92
Convertible tax free, bonds.....	200,000	7	" "	" "	1879	....	Gold Loan.....	5,000,000	6	June & Dec.	" "	1897	92
Vermont Valley (Vt. Central):							Gold Loan.....	980,000	6	" "	" "	1894	93
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Convertible Loan.....	1,996,879	6	" "	" "	1877	94
1st Mortgage.....	114,000	6	" "	Boston.	1860	....	Monongahela Navigation:						
1st Mortgage.....	293,200	7	" "	New York.	1859	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
Vicksburg and Meridian:							2d Mortgage.....	7,000	6	" "	" "	1875	....
General Mort., 1st series (red.)..	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	Morris (and Banking):						
" " 2d series (blue).....	550,000	7	" "	" "	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	92
" " 3d series (black).....	154,000	7	" "	" "	1890	....	2d Mortgage.....	285,000	6	" "	" "	1876	....
" " (not endorsed).....	1,373,000	7	April & Oct.	" "	1890	....	Boat Loan, sinking fund.....	236,965	7	" "	" "	1885	86
Special Loan.....	225,438	8	Jan. & July.	" "	1880	....	Dividend Scrip.....	103,164	7	" & "	" "	....	....
Vineyard:							Pennsylvania:						
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Virginia Central see "Chesa & O."							Schuylkill Navigation:						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	1,761,218	6	March & Sept.	Philadelphia.	1872	78
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	2d Mortgage.....	4,006,670	6	Jan. & July.	" "	1882	80
2d Mortgage.....	4,000	6	" "	" "	1869	77	Plain Bonds.....	171,364	6	" "	" "	1876	61
3d Mortgage.....	990,000	6	" "	" "	1884	....	Improvement bonds.....	305,600	6	May & Nov.	" "	1870	83
Income Mortgage.....	113,000	6	" "	" "	1866	....	Boat and Car Loan 1863.....	800,000	6	" "	" "	1888	....
4th Mortgage.....	846,000	8	" "	" "	1900	88	Boat and Car Loan 1864.....	628,650	7	" & "	" "	1889	75
Registered Certificates.....	116,12	8	" "	Richmond.	1880	....	Susquehanna (S. & Tide Water):						
Interest Funding Bonds.....	204,200	8	" "	New York.	1880	....	1st Mortgage.....	227,560	6	Jan. & July.	Philadelphia.	1894	63
Walkill Valley (20,000 per mile):							2d Mortgage.....	700,000	6	" "	" "	1885	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	3d Mortgage stg.....	872,667	6	" "	London.	1878	....
Ware River (N. & N.):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
Warren (D. L. & W.):							2d Mortgage.....	200,000	6	" "	" "	1885	....
1st Mortgage, guaranteed.....	611,400	7	Feb. & Aug.	New York.	1875	....	3d Mortgage.....	436,333	6	" "	London.	1878	....
Warwick Valley (Erie):							Union:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Washington and Ohio:							West Branch and Susquehanna:						
1st Mortgage 1868 for \$3,000,000.			May & Nov.	New York.	1898	....	1st Mortgage, sinking fund.....	450,600	6	June & Dec.	Philadelphia.	1878	....
Watertown & Rome (R.W. & O.):							2d Mortgage.....	297,000	6	May & Nov.	" "	1888	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	3d Mortgage.....	13,900	6	" "	" "	1868	....
Sinking Fund.....	796,900	7	" "	" "	1880	....	Wyoming Valley (Penna.):						
Westchester and Philadelphia:							1st Mortgage, assumed by Pa...	603,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1878	96	MISCELLANEOUS.						
3d Mortgage (8s compromised)...	557,400	6	April & Oct.	" "	1878	....	American Dock & Improvement:						
Western Alabama:							1st Mort. guar. by C. B. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	Consolidated (Md.) Coal:						
1st Mortgage (before consolid.)..	600,000	8	" "	" "	1888	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
1st Mortgage (M. & W. Point R.R.	750,000	8	Jan. & July.	" "	1881	....	Pennsylvania Coal:						
Western (B. & Albany):							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Sterling Bonds.....	1,619,520	5	April & Oct.	London.	1871	....	Long Dock:						
Albany Loan (A. & W. Stekbridge)	600,000	6	Jan. & July.	Boston.	1875	....	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	88
Dollar Bonds.....	753,500	6	April & Oct.	" "	1875	98	Mariposa:						
Western Maryland:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1830	70	2d Mortgage.....	2,000,000	7	April & Oct.	" "	1881	....
2d Mortgage preferred.....	600,000	6	" "	" "	1890	61	Quicksilver:						
Bonds endorsed by Balt.....	600,000	6	" "	" "	1890	....	1st Mortgage.....	500,000	7	June & Dec.	New York.	1873	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	" "	1890	92	2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1879	....
Western North Carolina (E.D.):							Western Union:						
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
Western Pennsylvania (Penna.):							2d Mortgage.....	59,500	7	Jan. & July.	" "	1873	....
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	82							
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	" "	1896	....						

Dec. 31, 1870	Jan. 31, 1871	Feb. 28, 1871	Mar. 31, 1871	Apr. 30, 1871	May 31, 1871	Jun. 30, 1871	Jul. 31, 1871	Aug. 31, 1871	Sep. 30, 1871	Oct. 31, 1871	Nov. 30, 1871	Dec. 31, 1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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[illegible]

Oct. 31, 1870	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
76	Schuykill and Susquehanna	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,288,638	1,2																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Market Price.
RAILROAD STOCKS:			
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	100
Baltimore and Ohio, pref.	3,000,000	6	150
Berkshire* guaranteed.	600,000	7	7
Blossburg and Corning* guar.	250,000	6	75
Boston, Concord and Montreal, pref.	1,340,000	6	75
Buffalo, N. York and Erie* guar.	950,000	7	74
Camden and Atlantic, pref.	753,896	7	60
Catawissa* pref. and guar.	2,200,000	7	90
Cayuga and Susquehanna* guar.	589,110	9	9
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7
Central Ohio, preferred.	400,000	7	31
Chesapeake* guar.	380,000	6	6
Cheshire, preferred.	2,017,815	7	85
Chicago and Alton, pref.	2,425,400	7	114
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10
Chicago and Northwestern, pref.	20,370,293	7	90
Cleveland and Mahoning* guar.	2,056,000	7	90
Cleveland and Toledo* guar.	6,250,000	34	34
Cochocho, preferred.	177,750	8	8
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	90
Cumberland Valley, 1st pref.	241,900	8	114
" 2d pref.	242,000	8	8
Delaware* guaranteed.	594,281	6	6
Detroit & Milwaukee* preferred and guaranteed.	1,600,000	6	6
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	97
Dubuque Southwestern, pref.	330,308	7	7
Eastern (N. H.)* guaranteed.	492,500	8	8
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	5
Elmira and Williamsport* guar.	500,000	5	5
Elmira and Williamsport* preferred and guaranteed.	500,000	7	88
Erie, preferred.	8,556,910	7	63
Evansville and Crawfordsville pref.	100,000	7	7
Hannibal and St. Joseph, pref.	5,078,224	69	69
Harrisburg and Lancaster* guar.	1,182,550	7	7
Houstonville, preferred.	1,180,000	8	104
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34
Joliet and Chicago* guar.	1,500,000	7	27
Joliet and Northern Indiana* guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	7
Leds and Farmington* guar.	2,646,100	7	7
Little Schuylkill* guar.	2,646,100	7	7
Louisville, Cincinnati and Lexington preferred.	848,703	9	9
Marquette and Cincinnati, 1st pref.	6,586,135	6	87
" 2d pref.	4,051,744	6	13
Manchester and Lawrence*	1,000,000	10	10
Michigan Southern, guaranteed.	586,800	10	10
Mill Creek and Mine Hill* guar.	323,375	10	10
Milwaukee and St. Paul, preferred.	9,744,228	7	78
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	8
Mount Carbon & Ft. Carbon* guar.	282,250	12	12
New Haven and Northampton*	1,344,000	2	2
New York and Harlem, pref.	1,500,000	8	135
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6
North Eastern (S. C.) preferred.	155,000	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	104
Ohio and Mississippi, pref.	3,500,000	7	74
Paterson and Hudson* guar.	630,000	8	8
Paterson and Ramapo* guar.	248,000	6	6
Peoria and Bureau Valley* guar.	1,200,000	6	6
Philadelphia and Erie* guar.	5,996,700	10	10
Philadelphia and Reading, pref.	1,551,800	10	10
Philadelphia and Trenton* guar.	1,099,720	10	10
Pittsfield and North Adams* guar.	450,000	6	6
Portl. & Kennebec (Yarmouth) guar.	20,000	6	6
Portland, Sag. & Portsmouth* guar.	1,500,000	6	6
Portsmouth and Concord*	350,000	7	7
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7
Rochester and Genesee Valley*	557,560	7	7
Rutland, preferred.	7	7	77
St. Louis, Alton and T. H., pref.	2,040,000	7	54
Sandusky and Cincinnati, pref.	445,514	6	36
Schuylkill Valley* guar.	576,600	5	5
Shamokin Valley & Pottsville* guar.	869,450	5	5
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7
" (E. D.) pref.	1,700,000	7	7
Toledo, Wabash and Western, pref.	1,000,000	7	84
Troy and Greenbush* guar.	274,000	8	8
Vermont and Canada* guar.	2,500,000	7	7
Warren* guar.	1,408,300	7	7
White Mountains* guar.	200,000	7	7
Wrightv. York & Gettysburg* pref.	317,050	2	2

CANAL STOCKS:

Delaware Division* guar.	1,633,350	8	8
Morris, preferred.	1,135,000	10	121
Schuylkill Navigation, pref.	2,988,997	6	83
Union, preferred.	2,988,997	6	2

MISCELLANEOUS STOCKS:

Cumberland Coal, pref.	5,774,400	7	7
Mariposa Mining, pref.	5,774,400	7	11

WHOLESALE PRICE CURRENT.

IRON-DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 7 per ton; Polished Sheet, 8 cents per lb.

Pig, Scotch, No. 1.....	per ton	33 50	@ 38
Pig, American, No. 1.....	per ton	36	@ 37
Pig, American, No. 2.....	per ton	34	@ 35
Pig, American, Forge.....	per ton	33	@ 34
Bar, Refined, English and American.....	per ton	85	@ 86
Bar, Swedes, assorted sizes.....	(gold)	85	@ 100

STONE PRICES.

Bar, Sweder, ordinary sizes.....	per ton	107 50	@ 120
Bar, Refined.....	per ton	90	@
Bar, Common.....	per ton	95	@
Scroll.....	per ton	107 50	@ 137 50
Ovals and Half-round.....	per ton	107 50	@ 125
Band.....	per ton	107 50	@ 102 50
Horse Shoe.....	per ton	105	@ 115
Rods, 1/2 to 1 1/2 inch.....	per ton	95	@ 130
Hoop.....	per ton	112 50	@ 160
Nail Rod.....	per lb.	6 1/2	@
Sheet, Russia, as to No.'s.....	(gold)	17 1/2	@ 18
Sheet, Single D. and T. Common.....	(gold)	5 1/2	@ 6
Rails, English.....	per ton	57	@ 59 6 1/2
Rails, American, at Works in Penna. c'y.....	per ton	70	@ 71
Anvils, (Eagle).....	per lb. currency	8	@

STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb., or over 2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality).....	per lb.	15	@ 18
English Spring (2d and 1st quality).....	per lb.	7	@ 10
English Blister (2d and 1st quality).....	per lb.	10	@ 17
English Machinery.....	per lb.	11	@ 13
English German (2d and 1st quality).....	per lb.	10 1/2	@ 12
American Blister "Black Diamond".....	per lb.	10	@ 12
American, Cast, Tool, do.....	per lb.	15	@ 16
American, Spring, do.....	per lb.	9	@ 11
American Machinery do.....	per lb.	9	@ 10
American German do.....	per lb.	9	@ 11

NAILS-DUTY: Cut, 1 1/2; Wrought, 2 1/2; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....	per 100 lb.	4	@ 65
Cut Spikes, all sizes.....	per 100 lb.	4	@ 90
Clinch.....	per 100 lb.	6	@ 65
Horse Shoe, Forged (No. 10 to 5).....	per lb.	19	@ 33
Copper.....	per lb.	20	@ 39

TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca.....	(gold)	per lb.	@ 43
Straits.....	(gold)	per lb.	@ 40
English.....	(gold)	per lb.	@ 39
Plates—Fair to good brands.....	(gold)	per lb.	@ 39
I. C. Charcoal.....	per box	9	@ 9 50
I. C. Coke.....	per ton	7 75	@ 8 75
Coke Terne.....	per ton	6 50	@ 7 62 1/2
Charcoal Terne.....	per ton	7 87 1/2	@ 8 50

PETROLEUM-DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 45 gravity (in bulk).....	per gall.	13 1/2	@ 13 1/2
Crude, 40 @ 47 gravity (in shipping order).....	per gall.	13	@ 17 1/2
Refined, Standard White (in ship's order).....	per gall.	17	@ 23
Refined, prime White (in shipping order).....	per gall.	17	@ 23
Refined, S. W. (in jobbing lots).....	per gall.	17	@ 24
Refined, S. W. (in tin).....	per gall.	27 1/2	@ 28
Naptha, Refined, (65 @ 73 gravity).....	per bbl.	11 1/2	@ 11 1/2
Residium.....	per bbl.	4	@ 9

GLASS-DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2 1/2 cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpollished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1 1/2; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2 1/2; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 20th.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 8 by 10.....	per 60 feet 10	@ 7 75		
8 by 11 to 10 by 15.....	per 60 feet 10	@ 8		
11 by 14 to 12 by 18.....	per 60 feet 10	@ 9 25		
14 by 16 to 16 by 24.....	per 60 feet 10	@ 9 75		
18 by 22 to 18 by 30.....	per 60 feet 10	@ 10 50		
20 by 28 to 24 by 30.....	per 60 feet 10	@ 12		
24 by 24 to 24 by 36.....	per 60 feet 10	@ 12 50		
28 by 24 to 28 by 40.....	per 60 feet 10	@ 16		
28 by 38 to 28 by 44.....	per 60 feet 10	@ 16 50		
28 by 46 to 30 by 48.....	per 60 feet 10	@ 17		
30 by 50 to 32 by 52.....	per 60 feet 10	@ 18		
32 by 54 to 34 by 56.....	per 60 feet 10	@ 19 50		
34 by 58 to 34 by 60.....	per 60 feet 10	@ 22		
35 by 60 to 40 by 60.....	per 60 feet 10	@ 28		

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

	Th. 30. F. 1. Sat. 2.	M. 4.	Tu. 5.	W. 6.
Canton Co.....	111	111	112	111
Central Pacific 6a.....	103 1/2	103 1/2	103 1/2	103 1/2
Central of N. Jersey.....	111	111	112	111
Chicago & Alton.....	117	117	117	117
.. pref.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....
.. S. F.....	.....	.....	.....	.....
.. Inc. bds.....	.....	.....	.....	.....
Chicago, Burl. & Q.....	.....	.....	.....	.....
.. 8a, 1883.....	108 1/2	108 1/2	111 1/2	108 1/2
Chic. & Northwestern.....	61	60 1/2	61 1/2	61 1/2
.. pref.....	90	90	90	90
.. 1st M.....	99 1/2	99 1/2	99 1/2	99 1/2
.. S. F.....	.....	.....	.....	.....
.. Consol.....	.....	.....	.....	.....
Chic., Rock Isl. & Pac.....	103 1/2	103 1/2	104 1/2	103 1/2
Chl., R. I. & Pa. 7a, 1896.....	103	103	103 1/2	103 1/2
Clev., Col., C. and Ind.....	86	86 1/2	87	87 1/2
Clev. and Pittsburg.....	125 1/2	125 1/2	128	128
.. 2 M.....	.....	.....	.....	.....
.. 3 M.....	.....	95	.....	.....
.. 4 M.....	.....	.....	85 1/2	.....
Clev. and Toledo.....	.....	.....	.....	.....
.. S. F. 7a.....	.....	.....	.....	.....
Col., Chl. & Ind. C.....	18 1/2	18 1/2	18 1/2	18 1/2
.. 1 M.....	.....	89 1/2	89 1/2	89 1/2
.. 2 M.....	.....	.....	.....	.....
Del. & Hudson Canal.....	123	123	122	123
Del. Lack. & Western.....	103 1/2	103 1/2	103 1/2	103 1/2
.. 1 M. 7a.....	.....	.....	.....	.....
.. 2 M. 7a.....	.....	.....	.....	.....
Dubuque & Sioux City.....	31 1/2	30 1/2	30 1/2	31 1/2
Erie Railway.....	31 1/2	30 1/2	30 1/2	31 1/2
.. pref.....	66 1/2	65 1/2	66	66
.. 1 M. 7a, 1897.....	100	.....	.....	.....
.. 2 M. 7a, 1879.....	.....	.....	.....	.....
.. 3 M. 7a, 1883.....	.....	.....	.....	.....
.. 4 M. 7a, 1880.....	.....	.....	.....	.....
.. 5 M. 7a, 1888.....	.....	.....	.....	.....
Great Western 2d mort.....	.....	85	85 1/2	.....
Hannibal & St. Joseph.....	52	51	51 1/2	.....
.. pref.....	60 1/2	59 1/2	.....	.....
.. 8a, conv.....	.....	.....	94	.....
Hudson River.....	.....	.....	.....	.....
.. 2 M. S. F.....	100	.....	.....	.....
.. 3 M. 7a, 1875.....	.....	.....	.....	.....
Illinois Central.....	.....	.....	.....	.....
.. bonds.....	.....	.....	.....	.....
Lake Shore & Mich. 3 1/2th.....	89 1/2	88 1/2	89 1/2	89 1/2
Lake Shore Div. bonds.....	89 1/2	89 1/2	89 1/2	89 1/2
Marietta & Cin. 1st pref.....	22	.....	.....	.....
.. 2d pref.....	.....	.....	.....	.....
Michigan Central.....	118	119	.....	.....
.. S. F. 8a, 1882.....	.....	.....	.....	.....
M. S. and N. I. M. S. F.....	.....	.....	.....	100 1/2
.. 2 M.....	.....	97 1/2	.....	.....
Mariposa Mining Co.....	.....	.....	.....	.....
.. pref.....	.....	.....	.....	.....
Milw. and St. Paul.....	55	.....	54 1/2	54 1/2
.. pref.....	78 1/2	.....	78 1/2	.....
.. 1st mort.....	.....	.....	.....	.....
.. 2d mort.....	.....	.....	.....	.....
.. 8a.....	.....	107 1/2	.....	.....
.. 7 3-10a con.....	.....	.....	.....	.....
Missouri 6a.....	97	97 1/2	98	98 1/2
.. H. & St. J. 1sa.....	.....	.....	.....	.....
Morris and Essex.....	.....	96	96	.....
.. 1st mort.....	.....	102	.....	.....
.. 2d mort.....	.....	.....	99 1/2	.....
New York Central.....	.....	.....	.....	.....
.. 7a, S. F. 1876.....	.....	.....	102 1/2	.....
.. 6a, S. F. 1883.....	.....	91	.....	.....
.. 6a, S. F. 1887.....	.....	.....	.....	.....
N. Y. Cen. & Hud. Riv.....	92 1/2	92 1/2	92 1/2	92 1/2
.. certificates.....	80 1/2	.....	87 1/2	.....
N. York and Harlem.....	118	.....	118 1/2	118 1/2
.. pref.....	.....	.....	.....	.....
.. 1 M. 7a, 1873.....	101	.....	102	.....
N. Carolina 6a, old.....	.....	.....	.....	35 1/2
.. new.....	.....	.....	.....	.....
Ohio and Miss.....	42 1/2	42 1/2	42 1/2	42 1/2
.. pref.....	.....	74 1/2	.....	74 1/2
.. 1st M.....	.....	.....	.....	.....
Pacific Mail S. S. Co.....	46 1/2	46 1/2	47 1/2	46 1/2
Panama.....	.....	.....	.....	.....
Phila. and Reading.....	114	115	115 1/2	114 1/2
Pitts., Ft. W. & Chl. gtd.....	96 1/2	95 1/2	93 1/2	.....
.. 1 M.....	.....	.....	.....	.....
.. 2 M.....	.....	.....	.....	.....
.. 3 M.....	.....	.....	.....	.....
Quicksilver Mining Co.....	25	25	25 1/2	25
St. L., Alton & T. H.....	.....	.....	.....	.....
.. pref.....	.....	.....	.....	.....
.. 1 M.....	.....	.....	.....	.....
.. 2 M. pref.....	.....	.....	.....	.....
.. Income bds.....	.....	.....	.....	77
Tennessee 6a, old.....	65 1/2	65 1/2	66	66 1/2
.. new.....	.....	65 1/2	66 1/2	67
Tol., Wab. & Western.....	63 1/2	63 1/2	63 1/2	63 1/2
.. pref.....	.....	.....	.....	95 1/2
.. 1 M.....	.....	.....	.....	.....
.. 2 M.....	.....	.....	.....	.....
.. Equipment.....	.....	.....	.....	87 1/2
.. St. Lou. Div.....	87	26 1/2	27 1/2	26 1/2
Union Pacific.....	26 1/2	26 1/2	27 1/2	26 1/2
.. 1st mort.....	91 1/2	91 1/2	91 1/2	91 1/2
.. L. Gt. 7a.....	79	79 1/2	79 1/2	79 1/2
.. Inc. 10a.....	82 1/2	.....	81 1/2	81 1/2
Virginia 6a, old.....	82 1/2	.....	.....	.....
.. new.....	.....	.....	.....	.....
.. consol.....	.....	64 1/2	.....	65
.. def. cert.....	28	.....	.....	28

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

Th.30. F.1. Sat.2. M.4. Tu.5. W.6

FEDERAL STOCKS:—

U. S. 6s, 1874, reg.	109½	109½	109½	109½	109½
U. S. 6s, 1874, coup.	109½	109½	109½	109½	109½
U. S. 6s, 10-40s, coup.	109½	109½	109½	109½	109½
U. S. 6s, 10-40s, reg.	109½	109½	109½	109½	109½
U. S. 6s, 1881, reg.	109½	109½	109½	109½	109½
U. S. 6s, 1881, coup.	109½	109½	109½	109½	109½
U. S. 6s, 1881, coup.	117½	117½	117½	117½	117½
U. S. 6s, '81, O. W. L.	110½	110½	110½	110½	110½
U. S. 6s, 6-20s, reg. '82.	111½	111½	111½	111½	111½
U. S. 6s, 6-20s, c. 1862.	111½	111½	111½	111½	111½
U. S. 6s, 6-20s, c. 1864.	111½	111½	111½	111½	111½
U. S. 6s, 6-20s, c. 1864.	111½	111½	111½	111½	111½
U. S. 6s, 6-20s, reg. '85.	111½	111½	111½	111½	111½
U. S. 6s, 6-20s, c. 1865.	111½	111½	111½	111½	111½
U. S. 6s, 6-20s, r. n. '85.	113½	113½	113½	113½	113½
U. S. 6s, 6-20s, c. n. '85.	113½	113½	113½	113½	113½
U. S. 6s, 6-20s, reg. '87.	114½	114½	114½	114½	114½
U. S. 6s, 6-20s, c. 1867.	114½	114½	114½	114½	114½
U. S. 6s, 6-20s, reg. '88.	114½	114½	114½	114½	114½
U. S. 6s, 6-20s, c. '88.	114½	114½	114½	114½	114½
U. S. 6s, Pac.R.R. issue.	113½	113½	113½	113½	113½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

W.29. Th.30. F.1. Sat.2. M.4. Tu.5

Catawissa	preferred	45½	45½	45½	45½
Camden and Amboy	133½	134	136	136	136
6s, 1875	91	91	90½	90½	90½
6s, 1883	91	91	90½	90½	90½
6s, 1889	91	91	90½	90½	90½
mort. 6s, '89 93½	93½	93½	94	94	94
Elmira & Williamsport	pref.	121½	121½	121½	121½
7s	121½	121½	121½	121½	121½
Lehigh Navigation	35½	35½	35½	35½	35½
6s, 1884	94	94	93½	93½	93½
Gold L.	94	94	93½	93½	93½
R. R. L.	92	92	92	92	92
Conv. L.	92	92	92	92	92
Lehigh Valley R. R.	59½	59½	60	60	60
6s new coup 97	97	97	97	97	97
6s new reg.	47	47	47	47	47
Little Schuylkill R.R.	7s	53½	53½	53½	53½
Minehill	53½	53½	53½	53½	53½
Morris Canal	pref.	121½	121½	121½	121½
7s	121½	121½	121½	121½	121½
North Pennsylvania	6s, 1890	96	96	96	96
7s	96	96	96	96	96
10s, 1887	96	96	96	96	96
Northern Central	49½	49½	49	49	49
Oil Creek & Alleg. Riv.	7s	84½	84½	84½	84½
7s	84½	84½	84½	84½	84½
Pennsylvania R. R.	58	58½	58½	58½	58½
1st M.	100½	100½	100½	100½	100½
2d M.	97½	97½	97½	97½	97½
Gen. mort.	94	94½	94½	94½	94½
reg.	95½	95½	95½	95½	95½
Penn. State, 6s, 1st series	108	108	108	108	108
6s, 2d series	108	108	108	108	108
6s, 3d series	108	108	108	108	108
Philadelphia City, 6s	100	100	100	100	100
new	102	102	102	102	102
Philad. Germ. & Nor.	56½	57	57½	57½	57½
Phila. & Reading	56½	57	57½	57½	57½
Philadelphia and Erie	6s	88½	88½	88½	88½
7s	88½	88½	88½	88½	88½
Schuylkill Navigation	15½	15½	15½	15½	15½
6s, 1882	80	80	80	80	80
6s, 1876	21	21	21	21	21
6s, 1872	21	21	21	21	21
Hestonville, (Horse).	20½	20½	20½	20½	20½
Chestnut & Wal.	60	60	60	60	60
Green & Conates	32½	32½	32½	32½	32½
2d and 3d streets	32½	32½	32½	32½	32½
Spruce and Pine	32½	32½	32½	32½	32½
13th and 15th sts.	32½	32½	32½	32½	32½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 5.

W.29. Th.30. F.1. Sat.2. M.4. Tu.5

Baltimore City 6s, 1875	98½	98½	98½	98½	98½
1886	99	99	99	99	99
1890	99	99	99	99	99
1884	99	99	99	99	99
1900	99	99	99	99	99
Balt and Ohio	140½	140½	140½	140½	140½
bonds, 1875	140½	140½	140½	140½	140½
1880	140½	140½	140½	140½	140½
1885	140½	140½	140½	140½	140½
Marietta & Cin. 1st M.	96½	96½	96½	96½	96½
2d M.	85½	85½	85½	85½	85½
3d M. 8s.	79½	79½	79½	79½	79½
Northern Central	38½	38½	38½	38½	38½
bonds, 1885	38½	38½	38½	38½	38½
1900	38½	38½	38½	38½	38½
Pittsb. & Connells. 7s	93½	93½	93½	93½	93½
N. W. Va. 1st mort.	90½	90½	90½	90½	90½
2d mort.	90½	90½	90½	90½	90½
2d mort.	90½	90½	90½	90½	90½
Virginia 6s, Consol.	64½	64½	64½	64½	64½
Defer. Certif.	28½	28½	28½	28½	28½
City Passenger R. R.	28½	28½	28½	28½	28½

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 6.

Th.30. F.1. Sat.2. M.4. Tu.5. W.6

Boston and Albany	143½	143½	143½	143½	143½
Boston and Lowell	142	142	142	142	142
Boston and Maine	142	142	142	142	142
Boston and Providence	144	144	144	144	144
Boston, Hartford & Erie	28½	27	27	27	27
7s, new	84½	84½	84½	84½	84½
Cheshire, pref.	139½	139½	139½	139½	139½
Concord	108½	108½	108½	108½	108½
Connecticut River	135	135	134	134	134
Eastern	118	118	118	118	118
Fitchburg	118	118	118	118	118
Manchester & Lowell	118	118	118	118	118
Michigan Central	110½	110½	110½	110½	110½
Northern, N. H.	89½	89½	89½	89½	89½
Ogdens. & Lake Cham.	104	104	104	104	104
Old Colony & Newport	57	57	57	57	57
Ph. W. L. & Baltimore	129	129	129	129	129
Port P. Saco & Ports	27	27	27	27	27
Union Pacific	88½	88½	88½	88½	88½
6s	80	80	80	80	80
Land Grant 7s	79½	79½	79½	79½	79½
Income 10s	99	99	99	99	99
Vermont & Canada	99	99	99	99	99
Vermont & Mass.	102½	102½	102½	102½	102½
South Boston (Horse)	75	75	75	75	75
Cambridge	76½	76½	76½	76½	76½
Metropolitan	11½	11½	11½	11½	11½
Middlesex	11½	11½	11½	11½	11½
Central Mining Co.	11½	11½	11½	11½	11½
Copper Falls	11½	11½	11½	11½	11½
Franklin	2	2	2	2	2
National	5	4½	4½	4½	4½
Pewabic	5	4½	4½	4½	4½
Quincy	5	4½	4½	4½	4½

London Stock Exchange.

Closing Prices—

Nov. 24. Nov. 17.

Atl. & Gt. West. N. Y. sec. 7 per ct	87	92	85	90
1st mort., 1880	80	85	80	85
Do. do., 2d mort., 1881	80	85	80	85
Do. Penn., 1st mort., 1877	87	92	85	90
Do. do., 2d mort., 1882	80	85	80	85
Do. Consol. 7 per cent. mort. 1890	34½	35½	35	36
Detroit and Milwaukee 1st mort. 7s	73	78	73	78
Do. 2d mort. 8 p. c.	70	80	70	80
Erie shares 100 dol. all paid	24½	25½	25	25½
Do. sterig. 6 p. c. convertible bonds	72	74	69	71
Illinois Central, 6 per cent., 1875	100	102	100	103
Do. Redemption mort. bonds 6 p. c. 100	108½	109½	108	109
Do. 100 dol. shares, all paid	80	85	80	85
Marietta and Cincinnati 7s	85	95	85	95
Michigan Central 8s, conv. 1869	99	101	99	101
Panama 2d mort. 7s, 1872	73	80	75	80
Panama General mort. 7s, 1897	97	99	97	99
Penn. R. R. bonds, 2d mort. 6 p. c. 100	98	99	98	99
Do. General mort. 6 p. c. 1910	48½	49½	48	49
Do. \$50 shares	98	98	98	98
Philadelphia and Erie 1st mort. 1881	96	98	95	97
Do. with option to be paid in Phila.	96	98	95	97

American Railroad Journal.

Saturday, December 9, 1871.

Stock Exchange and Money Market.

The President's Message, and the Annual Reports from the various heads of Departments, especially that of the Secretary of the Treasury, and of the Controller of the Currency, which were received in this city late on Monday, were the chief topics of conversation in financial and commercial circles during the closing days of the week under review. The proposed repeal of all Internal Taxes, other than on Tobacco, Spirits and Stamps, which will produce about \$110,000,000 per annum, recommended by both President and Secretary, has met popular approval. The review of the finances of the nation for the last fiscal year presents a creditable exhibit. The last Public Debt Statement showed a further liquidation, in November of \$3,462,080. Money has been more active in the speculative line, on the basis of 6@7 per cent. as the prevailing figures on call, closing at fully 7 per cent. to the best cash borrowers. The city banks as well as the Treasury office, have had their currency reserves further reduced, in part by the drain to the interior for commercial purposes. The floating supply here has been less liberal, and lenders have been some-

what firmer in their views. In the discount line, a moderately active business has been reported, chiefly in strictly choice grades of mercantile paper, within the range of 7@9 per cent. per annum.

From Washington we hear that the payments on account of the new five per cent. Funding Loan have come in with unexpected promptness. The coin needed for the payment of the six per cents is already provided. It is not anticipated, however, that a very large proportion of coin will be required for the redemption of the 100,000,000 of the called six per cents. Eight millions of gold have been paid on account of cash redemptions, which amount covers all the bonds presented for cash payment on both foreign and domestic account. The most of the 100,000,000 of the five-twenties called in for Dec. 1, have been taken up by American and European syndicate. These will be used in settlement for the new five per cents. It is, consequently deemed improbable that any large additional amount of gold will be required to close the negotiation. The U. S. Assistant Treasurer at this port, on Monday cashed gold checks issued for the redemption of 5-20's to the amount of \$2,200,000, and on Wednesday, \$800,000 making a total thus far paid out on this account here of full ten millions.

The amount of U. S. currency outstanding at the beginning of the current month was \$398,721,569.

The city banks, in their latest return, show a reduction of \$1,286,000 of legal tender notes, with an increase of \$1,851,900 of specie, and \$4,284,700 of deposits; also an addition of \$3,913,200 to their loan and discount averages, and a reduction of \$17,400 to their item of circulation. The city bank exchanges, last week, averaged \$106,310,611; and thus far, this week, \$119,914 millions daily. The banks now hold \$7,078,250 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is \$18,074,700, against \$17,108,066 same time last year. The city bank deposits are now \$223,514,500 against \$194,991,319 week ending Dec. 3, 1870. The legal tender reserve amounts to \$52,408,900 against \$51,257,656 same time last year. The circulation now stands at \$30,106,900, against \$32,238,388 same time last year. The loans are now \$292,316,900, against \$266,263,143 at this date last year.

The U. S. Sub-Treasury reduced its currency balance \$1,514,953 and enlarged its coin reserve \$1,999,679, as the result of the week's business. The receipts of the office were \$11,598,009 in coin, and \$2,864,134 in currency; payments, \$9,598,330 in coin, and \$4,409,087 in currency. The office received \$1,941,000 in coin or its equivalent, from customs; and disbursed \$650,000 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$1,641,846 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$368,605,700; and as security for deposits of public money, United States bonds for \$15,229,000. The aggregate of the outstanding circulation of the National Banks of the country is \$326,004,550.

Government revenues have been yielding less freely, since our last. The excises yielded last week about 2¼ millions, and thus far since July 1, about 57¼ millions. The customs at the port of New York, last week were \$1,810,846; and at the outports, equal to about \$600,000 more, all in coin, or coin certificates.

The aggregate revenue of the Treasury Department, in the last fiscal year, was \$383,823,944, viz: from customs, \$206,270,408 05; from internal revenue, \$143,098,153 63; from sales of public lands, \$2,388,646 68; from miscellaneous sources, \$31,066,736 53.

Gold has been in rather limited speculative demand during the week, and there has been less firmness in the course of the market as to the price. The export and customs call has been less urgent, particularly for customs. The offerings of Gold have been more liberal. The range of the price during the week has been from 109¾@110½ and the closing quotation on Wednesday was 109¾@110 against 110½ the preceding Wednesday. The specie outflow, last week, was \$556,614; on Tuesday of this week, \$1,000; and on Wednesday \$161,478. The Gold Exchange Bank clearances have averaged 38¼ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 2, 1871 \$81,657,990, against \$83,228,416 same time in 1870.

The export drain of specie was \$556,614 last week, against \$519,863, same week preceding year. The shipments since January 1, 1871, have been \$62,166,116, against \$56,536,323 same time in 1870.

The Treasury Department on Wednesday held a coin reserve of \$98,400,000, and a currency balance of \$10,160,000.

The customs demand for Gold last week, averaged \$362,000 a day; thus far, this week, it has averaged \$565,000 a day, or equal to a weekly aggregate of \$3,390,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$6,904, and since Jan. 1, 1871, \$8,428,905 against \$11,387,557 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$146,263,017 against \$132,764,278 same time in 1870.

Foreign exchange has been quoted stronger, but has been without remarkable activity. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, 109¾@109¾.

Government securities have been offered sparingly and have been quoted generally firm notwithstanding the depression in gold. The demand for the later issues of the coin bearing bonds has been fair, both on home and foreign investment account.

On Wednesday, Government bought in \$517,450 of Five-Twenties at 109 74 @109 87. The amount of bonds offered was \$813,950 at from 109 74@110 50.

Under the December programme of the Treasury Department, Government proposes to sell at least four millions of gold, during the month, as follows: Thursday, Dec. 7, \$1,000,000; Thursday, Dec. 14, \$1,000,000; Thursday, Dec. 21, \$1,-

000,000; Thursday, Dec. 28, 1,000,000. And to buy in at least, four million of Five-Twenties, as follows: Wednesday, Dec. 6, \$1,000,000; Wednesday, Dec. 13, \$1,000,000; Wednesday, Dec. 20, \$1,000,000; Wednesday, Dec. 27, \$1,000,000;

The new 5 per cents of the Funding Loan of 1881 recently negotiated were put on the regular call at the Stock Exchange on Monday and sold at 109¾.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117½; U. S. Five-Twenties of 1862, (other than the bonds called in) 110¾@111; U. S. Five-Twenties of 1864 at 110¾@110¾; U. S. Five-Twenties of 1865, 111¼@111½; U. S. Five-Twenties of 1865 consolidated, 113¾@113¾; U. S. Five-Twenties of 1867, 114¾@114¾; U. S. Five-Twenties of 1868, 114½@114¾; U. S. Ten-forties at 109¾@110¾; U. S. Fives of 1881 (Funding Loan) 109½@109¾. Six per cent. currency bonds, 113@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 22.	Nov. 28.	Dec. 6.
Consols	93¾	93½	92½
U. S. 5-20's of 1862...	92	92	92¾
U. S. 5-20's, 1865....	92¼	92¼	92¾
" 1867	94¾	94¾	95½
" 10-40s	90¼	90¼	90¾
Erie	25¾	25¾	26¼

The new Funding Five per cent. Loan was not quoted in London on Wednesday.

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been in good demand for investment purposes especially through the commission houses, at generally strong and buoyant prices for the more popular loans. Central Pacific Railroad Sixes closed firmly on the basis of 103½@103¾, with a fairly active call for the bonds, which are quite scarce, in the open market. Chesapeake and Ohio Sixes have been readily taken at 94 per cent. and accrued interest.

Railway and miscellaneous share property has not been remarkably active, and, with Money somewhat more stringent to speculative borrowers, there has been some depression and irregularity in value, though towards the close, the advantage seemed in favor of operators for a rise.

General business has been on a restricted scale. Breadstuffs and provisions have been rather unsettled in prices. Middling upland cotton closed on Wednesday at 19¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 948,102 bales, against 1,134,817 bales same time in the preceding year; exports 401,864 bales, against 537,922 bales in the previous year; stock at the ports at latest dates, 378,905 bales, against 388,819 bales same date 1870.

At the Live Stock Markets, Beeves have been in more confident demand at from 9½@12¼ cts.; Veals at 5@10½ cts.; Sheep at 4½@6½ cts.; Lambs at 6@8 cts.; Swine, at 4¾@4¾ cts. per lb., all live weight. The week's receipts were 4,450 Beeves, 1,173 Veal Calves, 20,994 Sheep and Lambs; and 46,858 Swine.

Foreign goods have been in less request at however generally steady rates. The week's imports of foreign goods reached \$5,644,926, including \$1,223,810 of dry goods.

Ocean freights have been less active and rates have been quoted somewhat irregular.

The following quotations of sales of Railway

and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 6s, Fund Act, 53; Texas 10s, 1876, 92½; North Carolina 6s, special tax, 14; do. Fund Act 1868, 21; South Carolina 6s, old, 50; do., new, Jan. and July, 29¼; do., Apl. and Oct., 27; Louisiana 6s, Levee bonds, 63¾; N. Y. State 7s, B. L. reg., 109¾; Long Dock bonds, 88; Toledo, Wabash and Western consol., 87; North Missouri 1st mort., 88½; Central of New Jersey 1st mort. new, 104; Ohio and Miss. 2d mort., 86; do., consol., 96; Great Western 1st mort. 1888, 93¾; Quincy and Toledo 1st mort., 87; St. Louis and Iron Mt. R. R., 60; do. 1st mort., 94¼; Cedar Falls and Minnesota 1st mort., 84½; Albany and Susquehanna 2d mort., 93; Hannibal and Naples 1st mort., 88; Mil. and St. Paul 1st mort., Iowa div., 90; Western Union Tel., 68; do. 7s, 92; L. S. & M. S. scrip, 82¾; Maryland Coal, 22½; Am. Coal, 46½; Consol. Coal of Md., 42; Cumberland Coal and Iron, 40; Adams Exp., 87¾; Am. Mer. Union Exp., 60; U. S. Exp., 57; Quicksilver pref., 30; Manhattan Gas, 248.

Philadelphia.—Penn. and New York 7s, 93; Oil Creek and Allegheny River R. R. 1st mort., 86; Morris Canal 1st mort., 92; West Jersey 7s, 101½; Wilmington and Reading 7s, 95; Lehigh Valley new 7s, reg., 101½; Phila. and Reading 6s, 1880, 90; Huntington and Broad Top Mt. 1st mort., 100; do. consol., 47; Camden and Atlantic 2d mort., 85; Perkiomen R. R. 6s, 79; Warren and Franklin 1st mort., 90; Chesapeake and Delaware Canal, 38½; Pennsylvania 6s W. L., reg., 102½; Fulton Coal, 5½; N. Y. and Middle Coal, 4¾. The latest quotations are: City 6s, —@96; do. free of tax, 98½@99; State 5s, coupon, 96—; do. 6s, W. L. 102@102¾; do. 1st series, 102½@103½; do. 2d series 106½@106½; do. 3d series, 108¼@109½; Reading, 67½@57½; do. 7s, 1893, 102½@103; do. mort. 6s, 1880, 90@92; Camden and Amboy, 136@136½; do. mort. 6s, 1889, 93@94; do. 1883, 90¼@90½; do. 1889, 88@90; Pennsylvania R.R., 58½@58½; do. 1st mort., 100@101; do. 2d mort., 97@98; do. General mort. coupon, 95@95½; do. reg., 96@96; Little Schuylkill R. R., 47@47; Morris Canal, 48@50; do. pref., 121@123; do. 6s, 90@92; Susquehanna Canal, 7@11; do. 6s, 65@65; Schuylkill Nav., 8@9; do. pref., 16¾@16½; do. 6s, 1882, 80@80; Elmira and Williamsport pref., 42@45; do. 7s, 1873, 93½@94; do. 5s, 61@—; Lehigh Coal and Navigation, 36½@36½; do. 6s, 1884, 86@88; do. R. R. Loan, 92¾@—; do. Gold Loan, 93@94; North Pennsylvania, 48@48; do. 6s, 100@103; do. 7s, 94@96; do. Chatte 10s, 110@110; Philadelphia and Erie, 25@25½; do. 6s, 88@89; Minehill, 53½@53¾; Catawissa, 16@20; do. pref., 44¾@45; Lehigh Valley, 59½@60; do. 6s, new coupon, 94@—; do. reg., 94½@96½; do. 7s, 101@102; Fifth and Sixth streets, (horse,) 44@48; Second and Third, 66@67; Thirteenth and Fifteenth, 22@23; Spruce and Pine, 32½@33; Green and Coates, 47@—; Chestnut and Walnut, 53½@55; Hestonville, 20½@21; Union, 60@—; Germantown, 34¼@—.

Boston.—Vermont Central and Vt. and Canada 8s, 1875, 100; Michigan Central R. R. 8s, 1890, 108½; Old Colony and Newport 7s, 1871, reg., 102; do 6s, 1875, 95; Maryland and Delaware 1st mort., 6s, 1885, 50; Vermont Central 1st mort., 83¾; do 2d mort., 35; Stanstead, Shefford and

and Chamblay 7s, 84; Burlington and Missouri River R. R., 102½; do. 8s, in Nebraska, 94¼; Quincy and Warsaw 1st mort., 8s, 98; Eastern 6s, 1874, reg., 96; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 1890, 81; Vermont Central old, 75c.; Norwich and Worcester R. R., 118; Connecticut and Passumpsic Rivers R. R. pref., 90; do. 6s 1876, 92½; Rutland pref., 77; do. 8s, 1880, 98; Eastern (N. H.) R. R., 101¼; Cape Cod R. R., 69¼; Indianapolis, Cincinnati and Lafayette R. R., 7½; Boston Water Power Co., 43; Cary Imp., 12¼; Waverly Land, 3¾; Maine 6s, 1883@1889, 100; Rhode Island 6s, 1882, 100; Vermont 6s, 1876, 100¼; Chicago 7s, 95¾@96; Cook Co., Ill., 7s, 1885, 95¾; Lowell 6s, 1890, 99½; Bath 6s, 1891, 91; do. 1889, 93½; Rockland 6, 1891, 90½; Albany 6s, 1879, 93; do., 1895, 94; Portland 6s, R. R. Loan, 94; Bangor 6s, 1874, 95; Boston 6s, currency, 100½; do. 5s, 1882, gold, 97; Cambridge 6s, 1882, 90; Cincinnati 7 3-10s, 1898, 104¾; St. Louis 6s, 1887, 88¾; Allouez Mining Co., 4¾; Calumet and Hecla, 106.

Baltimore.—Richmond and Danville bonds, 77½; Orange and Alexandria 4th mort., 8s, 81½; Northern Central 6s, gold, 1900, 93½; Western Maryland 3d mort. guar., 92; Orange, Alex. and Manassas bonds, 83¼; Central Ohio R. R., 30; Marietta and Cincinnati 2d pref., 13½; Maryland Defense Loan, 106; Memphis City 6s, 55½; Santa Clara bonds, 17; George's Creek Coal, 82. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 93¼@93½; Baltimore and Ohio, 141½@141¾; do., 6s, 1875, 96@96½; do., 1880, 95@96½; do., 1885, 94¾@95; Northern Central, 83¾@88½; do. 6s, 1885, 93@93¾; do., 1900, 85@87; do., 6s, 1900, gold, 93¼@93½; N. W. Va. 1st mort., 98½@—; do., 2d mort., 99@—; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96½@97½; do., 2d mort., 85½@86; do., 3d mort., 79½@79¾; Central Ohio, 29½@30; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort. guar., 91@92; do., 2d mort. pref., 60@—; do., 6s, guar. by Washington Co., 82@87; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 88½@90; do., 4th mort. 8s, 81½@82½; Orange, Alex. and Manassas 7s, 83¼@88½; Virginia and Tennessee 8s, 88½@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 77@80; Baltimore 6s, 1875, 98½@93½; do., 1884, 96@97; do. 1886, 99¼@101; do., 1890, 99@100; do., 1893, 97@98; do., 1900, 98¾@99; Memphis City 6s, 56@56¾; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 105½@106; City Passenger R.R. 23@—; George's Creek Coal, 82½@86.

Mississippi, Ouachita and Red River Railroad.

The *Memphis Appeal* reports as follows respecting this road:

"The Mississippi, Ouachita and Red River Railroad, of which Colonel Sappington is the general land agent, has a perfected track of thirty miles and forty miles of iron paid for and delivered. Chicot City, instead of Eunice, will be the river terminus of the road, and from the same point the narrow gauge road to Little Rock progresses rapidly. Seventy miles of this line of road are graded, iron for forty miles has been

provided and a locomotive for the road left Pittsburgh a few days ago. It is possible that Shreveport and Camden may reach the Mississippi at Chicot before the Memphis and Shreveport line is finished. New Orleans and Cincinnati will have packet lines to Chicot City.

There will soon be a vast number of cotton bales gathered at Chicot City."

The Public Debt Statement.

The following is a recapitulation of the public debt statement November 30, 1871:

DEBT BEARING COIN INTEREST.	
Five per cent. bonds.....	\$277,363,700 00
Six per cent. bonds.....	1,577,135 150 00

Total.....	\$1,854,498,850 00
Accrued interest	36,954,839 42

DEBT BEARING INTEREST IN LAWFUL MONEY.	
Three per cent. certificates	\$23,490,000 00
Navy Pension fund 3 per cent..	14,000,000 00
Certificates at 4 per cent.....	678,000 00

Total.....	\$38,168,000 00
Interest	244,760 00
Debt on which interest has ceased since maturity.....	\$1,769,297 26
Interest	294,346 34

DEBT BEARING NO INTEREST.	
Demand and legal tender notes.	\$357,592,801 25
Fractional currency	40,166,036 05
Coin Certificates	24,928,140 00

Total.....	\$422,686,977 30
Unclaimed Interest.....	14,442 13

Total amount outstanding	\$2,317,123,124 56
Total interest.....	37,508,387 89

Total debt, principal and interest, to date, including interest due and unpaid	\$2,354,631,512 45
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AMOUNT IN TREASURY.	
Coin	\$56,256,554 81
Currency	10,123,589 76

Total.....	\$105,380,144 80
Debt less amount in Treasury..	\$2,248,251,367 85
Debt less amount in Treasury November 1, 1871.....	2,251,713,448 03

Decrease of debt during the past month	\$3,462,080 18
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Decrease of debt since March 1st, 1869.....	\$277,211,892 16
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Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:

	Amount outstanding.	Accrued interest, not yet paid.
Union Pacific.....	\$27,236 512	\$680 912 80
Kansas Pacific.....	6,303,000	157,575 08
Sioux City and Pacific..	1,628,320	40,708 00
Central Pacific.....	25,881,000	647,025 00
Central Branch Union Pacific.....	1,600,000	40,000 00
Western Pacific.....	1,970,000	49,250 00

Totals	\$64,618,832	\$1,615 470 80
Interest paid by United States....	\$12,692,475 41	
Interest repaid by transportation of mails, etc.....	3,317,907 44	
Balance of interest paid by United States.....	9,374,567 97	

The earnings of the Cincinnati, Sandusky and Cleveland Railroad for the quarter ending October 1, 1871, were \$135,005 24; and for the quarter ending October 1, 1870, \$100,811 52—an increase of \$34,193 72.

THE REDEMPTION OF 5-20 BONDS BY THE GOVERNMENT.

WAS COMMENCED DEC. 1, AND IS RAPIDLY GOING ON, releasing a large amount of invested capital, a large proportion of which must seek reinvestment in substantial securities.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY as among the **safest and most desirable securities to be had in the market for the secure investment of capital.**

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, \$1,000, \$500, and \$100, coupon or registered.

The popularity of and demand for, the CENTRAL PACIFIC SIX PER CENT. GOLD BONDS, originally put on the market by us, and now in demand at 103½, afford an illustration of the **high standing which this class of Bonds, amply secured on well managed and productive Trunk lines of Railroad must always maintain.**

We buy and sell, as usual, Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK.

FISK & HATCH.

A. S. HATCH.

California Railroads.

The San Francisco *Chronicle* of November 9, says: The Central Pacific Railroad Company are now operating fourteen hundred miles of railroad, and are rapidly extending their lines in various directions. The San Joaquin Valley Branch, for which a subsidy was asked at the last session of the Legislature, is being extended southerly from Lathrop to Bear Creek, a point distant only 90 miles from Visalia, Tulare county. When completed to Bear Creek, all the travel for points in the San Joaquin Valley as far as Visalia will, instead of going by rail to Gilroy and thence over the mountains 140 miles to Visalia, take the railroad to Bear Creek, whence the road is level over the plains. Freight and travel to the Kern county mines will, instead of going by the way of Los Angeles, also follow the San Joaquin Valley road. The company are actively advancing, and the cars will soon be running to Bear Creek. Work on the Oregon Branch of the Central Pacific is being vigorously prosecuted, and in a few days the people of Red Bluff will be in direct railroad communication with San Francisco.

The Kentucky and Great Eastern Railroad Company has closed a contract at Cerredo, West Virginia, with the commissioners of West Virginia, by which they acquire the franchises and property of the West Virginia Central Railway Company.

James L. Mc Lane has been elected President, Robert Hooper Secretary and Treasurer, Richard B. Osborne Chief Engineer, and John T. Rigney General Superintendent of the Western Maryland Railroad Company.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT IS NEGLIGENCE ON THE PART OF FELLOW SERVANTS—RULE AS TO SELECTION OF SERVANTS AND RESPONSIBILITY THEREFOR BY COMPANIES.

The facts in the recent case of Brickner, Administrator, &c., vs. The New York Central Railroad Company, (2 Lansing, 506,) are fully and clearly stated in the following opinion by

POTTER, J.—A review of this case requires the statement of the leading facts proved on the trial. The plaintiff's intestate, Frederick Brickner, was a carpenter in the employ of the defendant at West Albany at the time of the accident which resulted in his death, and which occurred in October, 1887. Brickner was at the time, and for some days previous, with three others, had been engaged in putting sky-lights into the roof of the shop of the defendant; and to effect this object had built scaffolding below the roof under the openings for the sky-lights at a height of some twenty-five feet above the floor or ground of the shop. Three such sky-lights were to be constructed; and to do this holes had to be cut through the roof of the size of the sky-light. The carpenters had to stand upon the scaffold while at work, and while raising up the timbers when raised upon the scaffolds. The first two of these scaffolds were constructed by three carpenters, of which Brickner was one. These two scaffolds answered all the purposes of their construction. The third scaffold, which was built for the like purpose of being used for the carpenters to stand upon while constructing the third sky-light, was built by two young men of the ages of sixteen and eighteen who were in the employ of the defendant, and who had little (if any) knowledge of the trade, one of whom had worked at the business but about two months.

When the three carpenters had finished the second sky-light, they were ordered by the defendant's foreman or boss carpenter, whose name was Westman, to go to work upon the third. The carpenters found the third scaffold constructed. They proceeded from the second sky-light, over the roof of the building, and stepped down upon the scaffold from the third sky light through the hole cut in the roof for the sky-light, this being the only way to get upon the scaffold. Seen from above, this scaffold was, in its appearance, like the others which had been constructed by the carpenters; it was closely covered with boards cut out of the roof. Three of the carpenters got on this scaffold, and when the fourth, who was the plaintiff's intestate, stepped upon the scaffold, it gave way; he fell to the ground, receiving injuries which resulted in his death. The timber with which this scaffold was constructed was insufficient in size, strength or quality for a scaffold; and one of the sticks upon which boards were placed was cross-grained hemlock. There is the absence of evidence in the case that either of the directors of the defendant had any personal supervision, or gave directions in regard to any of the work at West Albany.

The directing power there, so far as the proof shows it, is that one Colby was master mechanic, under one Jones, and one Westman was boss of the gang of carpenters. That Jones and Colby were competent men, but there was proof that Westman indulged in habits of drinking, and was

occasionally intoxicated; that Colby had threatened to dismiss him for that reason; and some proof was given that he was intoxicated at the time he ordered the carpenters upon the defective scaffold. The carpenters who entered upon it did not know. They were sent to work upon it by Westman, who was the immediate boss of the gang of carpenters, and directed their work. Upon this statement the first question, in fact the only question, as it seems to me, is, was there any fact in the case to be submitted to the jury? This is a question of law. The institutions of railroads in this country, as the great medium of individual and commercial transition, has introduced into our jurisprudence new subjects of discussion in, and adjudications by the courts, as to the degree of care, caution and diligence, demanded respectively of master and servant, employer and employee, toward the other, as well as the degree of misconduct or negligence which creates liability upon the one, or which estops the other from the making a claim for damages for injuries received while engaged in the employment of such other. To a certain extent, in given cases, we may regard the law as settled by our highest courts; but the ever varying cases, in fact and feature, presented to the courts at *nisi prius*, calls upon that court, and the court of review, in the examination of a case thus changed in its presentation from every other, to apply to it, first, what is the settled law of the general and particular cases. And to that portion which appears to be novel, or a variation from settled adjudications, to apply such general principles of common law as seem to be demanded by it.

In this case we may perhaps assume, as a settled general rule, "that a master is not responsible to those in his employ for injuries resulting from the negligence, carelessness or misconduct of a fellow servant engaged in the same general business." As also, "the rule exempting the master is the same, although the grades of the servant or employees are different, and the person injured is inferior in rank, and may be subject to the directions and general control of him by whose act the injury is caused."

In the case of *Gilman vs. The Eastern Railroad Corporation*, (10 Allen, 233, 239,) an employee of the defendant brought his action for an injury occasioned by the negligence of a switchman in failing properly to adjust the switch upon the track. The court held that the plaintiff, being a fellow servant in the employ of the same railroad company, could not have recovered of their common master; but they add: "The evidence offered by the plaintiff at the trial was competent to show that the defendant knowingly, or in ignorance caused by their own negligence, employed an habitual drunkard as a switchman, and thereby occasioned the accident. Of the sufficiency of their evidence a jury must judge. If the plaintiff can satisfy them that such misconduct or negligence in the defendant caused the injury, and that he himself used due care, he may maintain his action." In the same case they say: "It is well settled, both in England and America, that a master is bound to use ordinary care in providing his structures and engines, and in selecting his servants, and is liable to any of his fellow servants for his negligence in this regard."

If the case we are reviewing depended upon the question whether a fellow servant could maintain an action against the common master for the negligence, carelessness or misconduct of a fellow servant engaged in the same general business, it would be clear that the learned judge correctly ordered a non-suit at the trial. This case, however, has evidence in it tending to sustain a different basis of right to recover, to wit: The negligence of the defendant in erecting an unsafe and dangerous structure upon which the plaintiff was placed, or directed to go, to perform his labor; and the negligence of the defendant in selecting proper and competent servants, or knowingly keeping intemperate and incompetent servants in their employ, by reason of which the plaintiff's intestate was injured. Upon this feature of the case we think the learned judge was in error in not submitting the case to the jury with proper instructions as to the law of the case, or with proper issues of fact to be found by them, upon which the law could be declared. There was evidence in this case of the incompetency of the persons who constructed the scaffold in question; the fall of which caused the death of plaintiff's intestate. They were mere boys, sixteen and eighteen years of age, unlearned in the trade of carpenters, and as a natural consequence, inexperienced, and unacquainted with the strength and support necessary for such a structure. In the absence of proof as to who directed them to construct this scaffold, the presumption must be that it was the defendant, or the directing power of the defendant; some one who had the authority to direct. If the presumption should be that it was Westman, the boss carpenter, then the direction was given by one as to whose competency, by reason of his habits of intemperance, was a question of fact properly for a jury. It is entirely clear that the scaffold, as a structure, implement, facility, or appliance by whatever name it may be called, was an unsafe and dangerous one; it was constructed by incompetent persons, and of poor and insufficient materials. When this was proved, I think, the burden was upon the defendant of showing, at least, that it was constructed by a competent director of work, or competent fellow servant. If the defendant, as master, directed these incompetent boys to construct this scaffold, then they are responsible for the consequence.

Perhaps we have gone as far as necessary to show it was error in the judge to take this cause from the jury. I do not understand it to be urged as a ground for sustaining the nonsuit, that the plaintiff's intestate had been guilty of contributory negligence on his part; or, that the learned judge put his decision on that ground. Upon the argument of this case, the main point relied upon to sustain the ruling of the learned judge, was that no negligence was brought home to the defendant. That the business of employing and discharging men was left to Colby and Jones; and they being competent, whatever resulted from their negligence, is to be accounted the negligence of a fellow servant.

Though the case does not inform us who employed either Jones, Colby or Westman, as agents or operatives, it does appear that among themselves they took some rank in the order of Jones

Colby and Westman. They were all called bosses by the workmen, which is doubtless a title of superiority, perhaps each in a different department. Jones was highest; but Colby employed and discharged men; and Westman was in charge of and directed the gang of carpenters as to their work. As none but the principal has the right to employ agents and servants, without a delegation of the power to do so, the presumption must be in this case, in the absence of other evidence, that these three bosses were employed by the defendant, and each had delegated to him power to direct.

It is claimed that in cases of corporations, who can only act by agents, that the directors may be regarded as the master, or principals, and that all others, all persons in their employ, whatever may be their employment or duties, whether general superintendent, or the lowest grade of menial laborers, all stand upon an equality of co-laborers, or employes, as regards the question of negligence toward each other. This may be the rule where the executive power, the directing and superintending duties of the corporation, are performed by the directors in person, as was the case of *Warren vs. Erie Railway Co.* (39 N. Y., 471). I have not yet learned from any respectable adjudications, that a railroad, or other corporation, by appointing a superintending agent to transact all executive duties, and surrendering to him all right to perform such duties, retaining and exercising no power to discharge such duties themselves, can escape all legal liability as master; that the superintending and controlling agent in such case can be held to be only a mere fellow servant and co-laborer, the equal with all other employes of the corporation; or, in other words, that by this device, corporations can avoid having a master to whom negligence or knowledge of defective or insufficient machinery, implements, or appliances, can be brought home, so as to create liabilities. Such a doctrine is simply monstrous. Corporations would thus be absolved from all possible liability, and the sound old maxim "*Qui facit per alium facit per se*," would be abrogated.

A corporation cannot act personally. It requires some person to superintend structures, to purchase and control the running of cars, to employ and discharge men, and provide all needful appliances. This can only be done by agents; they are the representatives of the corporation. They are then the executive head or master. Their acts are the acts of the corporation. The duties above described are the duties of the corporation. When these directors appoint some person other than themselves to superintend and perform all these executive duties for them, then such appointees, equally with themselves, represent the corporation as master in all those respects. And though in the performance of these executive duties he may be and is a servant of the corporation, he is not in those respects a co-servant, a co-laborer, a co-employee, in the common acceptance of those terms, any more than is a director who exercises the same authority. Though such superintendent may also labor like other co-laborers, and he may be in that respect a co-laborer, and his negligence as such co-laborer, when acting only as a laborer, may be likened to that of any other, yet, when by appointment of the master, he exercises the executive duties of

master, as in the employment of servants, in the selection for the adoption of the machinery, apparatus, tools, structures, appliances and means suitable and proper for the use of other and subordinate servants, then his acts are executive acts; are the acts of a master; and then the corporation are responsible that he shall act with a reasonable degree of care for the safety, security and life of the other persons in their employ. These executive duties may also be distributed to different heads of different departments, so that each superintendent within his sphere may represent the corporation as master. In controlling and directing structures, in employing and discharging operatives, in selecting machinery and tools, thus he speaks the language of a master. Then he issues their order to their operatives. Then he is the mouthpiece and interpreter of their will. Their voice which is silent, is spoken by him. He then only speaks their executive will, not the irresponsible will of a fellow workman or co-laborer. The corporation can speak or act in no other way. His executive acts are their acts. His negligence is their negligence. His control, their control. He has in the executive duty no equal. He is not while in the performance of these executive duties only the equal of the common co-laborer or co-servant. I do not discover in this view anything in conflict with the case of *Wright vs. N. Y. Cent. R. R. Co.*, or *Warner vs. The Erie R. R. Co.* Those cases have not held, that when a corporation exercises its executive power by an agent or superintendent, that they are not liable for his negligence as such, because he is only a servant of the corporation. That step in advance is yet to be taken by the courts in this country. Before it is taken, I think the court will take into consideration the consequences of such a rule. I doubt if they will be found inclined to open a door which should allow corporations or individuals to escape all responsibility for accidents occasioned by negligence of their executive agents, and thus suggest the expediency of managing all institutions in that way.

We are referred by the brief of the defendant's, counsel, to two cases recently decided in the English courts, (*Gallagher vs. Piper*, 16 C. B. N. S., 669, and *Wilson vs. Murray* decided in the House of Lords in 1868,) which, it is said, held the rule that knowledge of negligence must be brought home to the defendants; and that it is not sufficient that knowledge of such negligence be brought to the defendants' general manager, the foreman of the scaffold in the case of an insufficient scaffold. I have not had access to the books containing those holdings, and the statement from the brief does not show us whether the master or defendants in those cases, themselves, had personal charge of their own business, or whether the whole charge of the management was committed by the master to a superintendent and general manager. That is the distinction that I have regarded as important, if not controlling, and have not felt bound in this court to adopt the rule as it is claimed. I do not think it could be endured in this country. But the negligence referred to in the English case of *Wilson vs. Murry* was the negligence of a competent and skillful workman, not the negligence which consists in the employing an incompetent and unskillful one,

through whose incompetence the injury happened. A very clear difference.

This case shows an absence of all evidence as to the actual power of those persons who exercised executive duties. The apparent authority, in such case, must be presumed to be the real authority. There were facts in the case that should have been presented to the jury. It was error to nonsuit.

Judgment reversed.

Book Notice.

THE CIVIL ENGINEER'S POCKET BOOK OF Mensuration, Trigonometry, Surveying, Hydraulics, Hydrostatics, Instruments and their Adjustments, Strength of Materials, Masonry, Principles of Wooden and Iron Roof and Bridge Trusses, Stone Bridges and Culverts, Trestles, Pillars, Suspension Bridges, Dams, Railroads, Turnouts, Turning-Platforms, Water Stations, Cost of Earthwork, Foundations, Retaining Walls, etc., etc., etc. In addition to which the Elucidation of Certain Important Principles of Construction is made in a more simple manner than heretofore.—By JOHN C. TRAUTWINE, Civil Engineer. Philadelphia: Claxton, Remsen & Haffelfinger, 1872.

The first impression on a cursory glance through this neatly printed, compact volume, full of carefully executed small illustrations, was that the author had carried to excess the idea of simplifying the language and avoiding the higher mathematics. But the impression wore away with further study. It is a well devised compendium of rules and notes. It bristles with facts. The fitness of the type, and the liberal employment of simple and easily understood abbreviations has enabled the experienced author to present in addition to his comprehensive general values, specific facts of much interest, even to the general reader. As an example perhaps by no means the best, we cite from the chapter on Hydraulics:

A gutta percha pipe, $\frac{1}{2}$ inch thick, and $\frac{3}{4}$ inch bore, has sustained safely an internal pressure of more than 250 lbs. per sq. inch; equal to nearly 600 feet head. It merely swelled slightly at 337 lbs. The Croton water is carried to Blackwell's Island by a tube of that material, sunk in the East River, New York. It is kept down by weights. It is $2\frac{1}{2}$ inch bore, and about $\frac{1}{2}$ inch thick. Was laid in 1851, and is still in perfect condition in 1871. Experience has there shown that on rocky bottom the pipe must be prevented from shifting with the tide, &c., otherwise it will soon wear through. It is frequently displaced by the anchors of dragging vessels. A wrapping of canvas, confined by spun yarn, has been used as a protection against abrasion.

On Suspension Bridges he says:

The greatest danger arises from the action of strong winds striking below the floor, and either lifting the whole platform, and letting it fall suddenly, or imparting to it violent wavelike undulations. The bridge of 1010 ft. span across the Ohio at Wheeling, by Charles Ellet, Jr., was destroyed in this manner. It is said to have undulated 20 ft. vertically before giving way. It had no effective guards against undulation; for although its hand railing was trussed, it was too low and slight to be of much service in so great a

span. Many other bridges have been either destroyed or injured in the same way. When the height of the roadway above the water admits of it, the precaution may be adopted of tie-rods, or anchor rods, under the floor at different points along the span, and carried from thence, inclining downward, to the abutments, to which they should be very strongly confined. In the Niagara Railroad bridge 66 such ties, made of wire ropes $1\frac{1}{4}$ inch diam., extend diagonally from the bottom of the bridge, to the rocks below. They, however, detract greatly from the dignity of a structure. Mr. Brunel, in some cases, for checking undulations from violent winds striking beneath the platform, used also inverted or up-curving cables under the floor. Their ends were strongly confined to the abutments several feet below the platform; and the cables were connected at intervals, with the platform, so as to hold it down.

The book appears admirably adapted for all the uses for which it is intended. The author quotes largely, but without any show of affectation, from his own experiments, which have been in many cases, the only ones on record in regard to a material or form, or to dimensions in common use in this country. For instance, the following, on glass, which is coming to be more and more used in first class buildings, for railway and other purposes:

The tensile strength of common glass varies from 2,000 to 3,000 lbs. per sq. inch. Crushing strength 6,000 to 10,000 lbs. per sq. inch, transversely, (by the writer's trials). Millville, N. J. flooring glass, 1 inch square, and 1 foot between the end supports, breaks under a center load of about 170 lbs.; consequently, it is considerably stronger than granite, except as regards crushing, in which the two are about equal. Remark, window and other glass which contains an excess of potash or of soda is very liable to become dull in time, owing to the decomposition of those ingredients by atmospheric influences.

The author urges as a reason for avoiding the abstruse mathematics, what is worthy of deep attention from all classes of readers; that "nature rarely combines high mathematical talent with that practical tact and observation of outward things, so essential to a successful engineer."

The book can, we presume, be procured of most book dealers. It can certainly be obtained by mail directly from the publishers. See advertisement in another column.

Parkersburg Branch Railroad.

At the annual meeting of the stockholders of this company in Parkersburg, W. Va., on the 28th ult., the directors presented the report of the operations of the road for the fiscal year ending September 30, 1871, by which it appears that the gross earnings amounted to \$733,095 34, an increase, as compared with the preceding year, of \$171,210 85, and the operating expenses, including the maintenance and improvement of the road-bed and taxes, amounted to \$721,288 03, an increase of \$59,507 62 over 1870. This leaves a balance of earnings of \$11,807 31, against a deficit of \$99,895 42. The report shows that 3,927 tons, or nearly 42 miles of new and superior rails have been laid, which required 114,495 new cross-ties. Most of the bridges have been strengthened, and in some cases have been entirely renewed. Besides two or three miles of additional sidings. The road-bed, in its present condition, is superior in most respects to the main stem of the Baltimore and Ohio

Railroad, and by the completion of the great Ohio River bridge, uninterrupted rail communication is secured to the West.

Virginia Valley Railroad.

At a meeting of the directors of this company in Baltimore on the 28th ult., the president, Mr. Robert Garrett, made the following remarks:

Gentlemen—I have the pleasure to inform you that since the last meeting of the Board, after full consideration, arrangements were perfected by which the subscriptions of the Baltimore and Ohio Company and the city of Baltimore, each for a million of dollars, were obtained. In the expectation of accomplishing this result, our engineers were instructed to press their work, so that the whole line might be located and placed under contract at the earliest practicable period. I have the satisfaction of stating that the report of the engineer in charge (Major Richard Randolph) will now be submitted, in reference especially to the location of the route between Harrisonburg and Staunton. I trust the information will be found sufficiently definite on this subject to enable the Board to decide upon a line and authorize advertisements for contracts for the work promptly.

Full forces of engineers have been diligently engaged in locating a route between Staunton and Salem, and I hope at an early day to be able to submit the requisite information for your action on this subject also.

After the reading of Engineer Randolph's report a statement was made and papers submitted setting forth the amount of subscriptions and the releases of right of way upon each of the lines located between Harrisonburg and Staunton.

After a full consideration of the facts furnished, the action of the Board was unanimous upon the adoption of the eastern route.

Proposals for contracts upon this line will at once be advertised for, and it is designed that the line shall be pushed rapidly to completion.

The citizens of the town of Harrisonburg, recognizing the great importance of this work and its future advantage to their community, have granted the company a free right of way through their town, and the company have also been met appreciatively and liberally on the line adopted between Harrisonburg and Staunton.

The line which the Board determined to adopt possesses material advantages in distance and in grades. The length of the located line will be twenty-six miles, and the ruling grade will not exceed fifty feet to the mile. It was further determined that the location of the entire route to Salem shall be vigorously pressed, so that the entire line shall be placed under contract to be constructed at the earliest practicable period.

Tennessee Railroads.

At the sale of the interest of the State of Tennessee in various roads, recently held, the road from Tullahoma to McMinnville, twenty-six miles in length, was bought by the Memphis and Charleston Road. At the same time it bought the Winchester and Alabama Road, thirty-nine miles in length, running from Decherd to Fayetteville, Tennessee.

The new road leaves the Memphis and Charleston at or near Huntsville, crossing the Winchester and Alabama west of Winchester. From the crossing of this road south graders are now at work. From this crossing the road runs northeast to Tullahoma; from Tullahoma to McMinnville it is in first-class condition.

Graders are at work between this point and Sparta. The bridge over Collins river, three and a-half miles from town, is nearly finished, and the piers for the Caury Fork bridge are under way. From this point to the Kentucky line the road will pass through White, Putnam and Overton counties. White and Overton have subscribed \$120,000 each, and Putnam will do nearly as well. There is every assurance that the road will be under contract to the State line of Kentucky by April 1, 1872.

From the State line to Danville is seventy-five

miles, Nicholasville fifteen more, where it will strike David Sinton's road and a Cincinnati connection.

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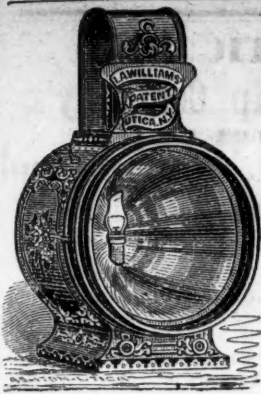
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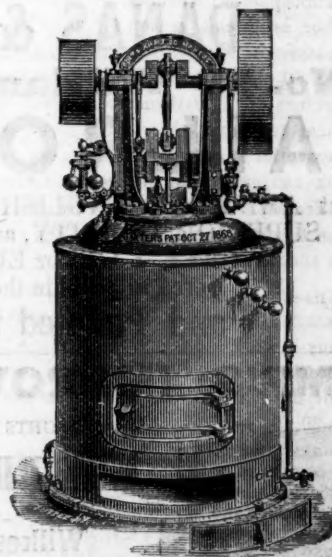
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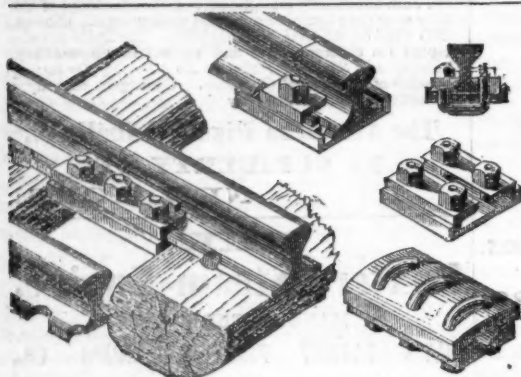
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Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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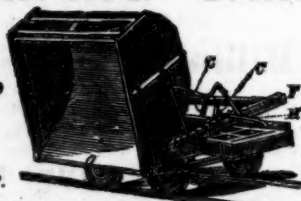


Fig. No. 2, Car Dumped.

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Dec. 15, steamer **RISING STAR**, Capt. H. P. COSNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jamaica touching at Acapulco, Manzanillo and Mazatlan, and connecting at Panama with steamer **COLORADO**, Capt. _____, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Dec. 18.

Steamer **GREAT REPUBLIC** will leave San Francisco, Dec. 1, for Japan and China.

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